

The Hongkong Telegraph

WEATHER FORECAST
SHOWERY
Barometer 29.77

(ESTABLISHED 1881)
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June 30, 1913, Temperature a.m. 80, p.m. 86, Humidity...88, 69.

June 30, 1912, Temperature a.m. 82, p.m. 84, Humidity...88, 82.

9134 晚七廿月伍年丑癸

TUESDAY, JULY 1, 1913.

二拜禮 號一月七英港香

836 2nd Avenue
SINGAPORE CORP 10 CHINA

TELEGRAMS.

OBITUARY.

SIR S. GILLOTT.

Reuter's
[Service to the "Telegraph."]
London. Received June 30.
The death has taken place at Sheffield of Sir Samuel Gilloft.

[The deceased, who was knighted in 1901, was senior partner in the firm of Gilloft, Bates and Moir, barristers and solicitors. He was formerly Chief Secretary of State for Victoria and from 1901 to 1904 was Lord Mayor of Melbourne. Deceased was 74 years of age.]

Mr. John Dicklander.

London. Received July 1.
The death is announced of Mr. John Dicklander, a director of Rubber Companies in Malaysia and Java.

RUSSIAN PRESS LAW.

REACTIONARY PROPOSALS POSTPONED.

London. Received July 1.
Reuter's correspondent at St. Petersburg wires that the proposed reactionary Press Law has been postponed owing to the opposition of certain Ministers.

THE MANOEUVRES.

THE SCHEME EXPLAINED.

London. Received July 1.
Altogether 346 ships, including 47 battleships, will assemble for the forthcoming manoeuvres in the North Sea and the English Channel.

Attempts will be made by convoy transports to land large bodies of troops with a view to testing the possibility of raids.
Vice Admiral Sir G. A. Callaghan will command the British Fleet and Vice Admiral Sir John Jellicoe will be in command of the "enemy".

CHAIR OF SCOTTISH HISTORY AT GLASGOW.

Mr. R. S. Rait, Fellow and Tutor of New College, Oxford, has been elected by the Court of Glasgow University to the newly founded Chair of Scottish History and Literature in the University. The institution of this chair is a significant illustration of the revival of Scottish national feeling and interest. It is not the first professorship of the kind in Scotland, for the Chair of Ancient (Scottish) History and Hagiography in the University of Edinburgh has been in existence for 12 years. But while the Edinburgh chair was the munificent legacy of a distinguished Scottish antiquary, the late Sir William Fraser, the Glasgow chair is the direct result of a popular movement, wisely guided, and supported by the enthusiastic devotion of its leaders. The Scottish Education Department has for a considerable time done its best to encourage the teaching of Scottish history, and its efforts have been very largely successful. The Foundation Ordinance stipulates that the successive occupants of the chair shall not only lecture in the University, but shall carry out original investigations in their subject, on which a vast amount of work remains to be done.

TELEGRAMS.

MR. LYTTLETON.

SERIOUSLY ILL.

Reuter's
[Service to the "Telegraph."]
London. Received June 30.
The Right Hon. Mr. Alfred Lyttleton, M.P., who became seriously indisposed at the Foreign Office dinner on the 20th inst., has undergone a serious operation.

Slight Hope.

London. Received July 1.
Mr. Lyttleton is not out of danger, but there is a slight hope for his recovery.

HOME CRICKET.

London. Received July 1.
The match between Derbyshire and Leicestershire at Chesterfield ended in win for the latter by an innings and 43 runs. Middlesex and Essex drew at Leyton.

RADICALS AND INVASION.

The Cabinet Ministers of the present Government have certainly a sense of humour, says a writer in the "Observer." Never was anything funnier, in its imitable Scotch way, than Lord Haldane's solemn citation of a defence force which required six months' training after the outbreak of war before it could begin to defend us. As a jest this was monumental. Jesting at the country's expense is however, a passport to Radical favour. We are told sometimes that our Army is proportioned with a view to obliging an enemy to come against us in such numbers that "the Navy cannot fail to see them"—when, "of course," they will be destroyed after the fashion of Pharaoh's host. This gem also has its sparkling facets. More often we read that, since the Territorials are unfit to face a large and properly equipped force, the enemy—at the same time, presumably, that he appears in mass to accommodate the Navy—is expected to arrive in small detachments to meet the convenience of the Army.

A carping Conservative might dub this optimistic. The Minister who announces these forecasts however, are Radical Ministers, chosen for their prescience, patriotism and flawless veracity. They know the enemy's intentions, the country's needs. If they declare for "raids," it is because they realise that to prepare for "invasion" would involve us in great labour and expense. Is not this Radical logic and economy? But have any steps been taken to notify intending invaders of our choice? True Radical humanity demands that we should not put a generous foe to the trouble and cost of making ready to "invade," as when the Government has decided only to permit "raids." And limited raids at that! For it would appear that raiders are not presumed; at least by Mr. "Colonel" Seely (whose precocious official ignorance is full of promise), to bring with them either cavalry or artillery. Apparently these are not expected, because they would render even "raids" dangerous. I should deem this a reason for excluding them from his calculations remains a War Office secret. Possibly he and Mr. Churchill have determined to disqualify them if they are entered.

The inquisitive are curious to know what policy will be pursued with regard to aeroplanes and dirigibles. Neither of the Ministers mentioned seems to have reached any definite conclusion on the subject. There is vague

TELEGRAMS.

AVIATION MISHAPS.

TWO FATAL ACCIDENTS.

Reuter's
[Service to the "Telegraph."]
London. Received June 30.
Reuter's correspondent at Liège reports that whilst the aviator, M. Pariot, was flying across a road, the wing of the machine struck a young man, killing him instantaneously. The aeroplane fell to the ground, injuring the aviator, who expired almost immediately. Ten persons were slightly injured.

Another Fatality.

Mr. Wight, an aviator, was flying at Brighton when the aeroplane fell owing to engine trouble. The aviator sustained injuries from which he soon succumbed.

talk of "asparagus beds" of aeroplane-destroying guns. Have we the right kind of asparagus, planted in the right places, and in adequate quantity? Have we any trained asparagus-gunners, aeroplane-marksmen, or whatever the new variety of warrior may technically be termed? If not, would not it be as well, politically but firmly, to bar aeroplanes altogether? In any event, they are barred so far as we are concerned, since we seem to be practically without any, save such as are counted in Mr. "Colonel" Seely's head—or should I say aerodrome?

And may one inquire what measures have been adopted to prevent an enemy intruding upon us when strikes prevail, when an unusual number of our battleships are undergoing repair, when we are dispensing war abroad, or occupied at home in distributing rare and refreshing political fruits to the masses? It would be most repugnant to us to be disturbed by invaders at such times! Judging by the speech and actions of Ministers, decision in all these details rests with us; what simpler, therefore, than for our Foreign Secretary to advise potential foes to await a formal invitation to invade? But has his attention ever been directed to this important point?

Another matter: Under no circumstances must the amusements of the masses be interrupted. If business is impeded, let it be only in so far as it will injure the employer, not to an extent likely to inconvenience our workmen. Moreover, before overrunning the country, invaders must give bonds to compensate the tenant farmer in case of danger. Such devastation as their licentious soldiers feel it incumbent upon them to commit must be restricted to the homes of our landlords, who have been trained by Radical legislators to submit gracefully to pillage.

The most particular care will have to be devoted to framing regulations to control the use of firearms. It would be well if this dangerous feature in warfare were entirely eliminated, and strategic positions contested by troops armed with boxing gloves. In default of this daring innovation, prolonged notice will have to be published in every neighbourhood where explosives are to be employed, any shot fired otherwise being adjudged a no ball.

Of course it will be distinctly understood before operations commence that, if a trade unionist be killed, the war will be stopped immediately. As to this we must be very firm. Finally, it is to be presumed that Mr. Churchill, whose brilliant holiday from shipbuilding brain-wave met with such gratifying derision, will stipulate that hostilities be suspended periodically, so that our defenders may enjoy their accustomed holidays, half-holidays and vacations.

These various matters being agreed, there would seem to be no valid objection to a short invasion.

TELEGRAMS.

GERMAN TAXATION.

A MISTAKEN VOTE.

Reuter's
[Service to the "Telegraph."]
London. Received June 30.
Reuter's correspondent at Berlin says it appears that the Centre voted for the taxation of the Federal Princes in mistake, and the defeat of the proposal on the third reading is therefore certain. In that event the Socialists, as well as the Conservatives, Poles, and other malecontents, will vote against the Property Taxation Bill, involving the danger of its rejection.

BOXING.

Why the Americans Win.

Why are our best heavyweights and middleweights so easily beaten by the American pugilists? asks the "Times." It has been suggested that the American physique is generally superior to that of Englishmen of the class from which the vast majority of our professional boxers are drawn. No doubt there is a grain of truth in this contention. In his youth the American workingman is better fed and better housed than the English wage-earner. Town or country, so that, when they meet in the ring with the inevitable result, the latter might often follow Wat Tyler's example and attribute his downfall to the loss of so many meals in the past. A competent authority has explained the French boxer's extraordinary capacity for taking punishment about the body gallantly or even gallantly (here his stamina is unquestionably superior to that of his English rivals) as the outcome of perforce "vin ordinaire" to bear on. That engaging tendency toward beer, as a liquid food which is a characteristic of the English professional pugilist, the exuberant waist-lines of many, far too many, of our much-advertised heavyweights.

Again, as regards the production of flesh and blood fighting machines, America is naturally ahead of England. On the other side of the Atlantic mixed marriages are constantly creating physical freaks, which may be turned to account by the oppressario of professional pugilists; if a boxer without a chin, with no more than "trace" of the maiming assayer puts it of a solar plexus be required, he is speedily forthcoming in the form of some complex hybrid whose racial derivation could only be expressed in a formula resembling those used in organic chemistry. It must be admitted, however, that the finest American heavyweights (leaving out the negro half-castes) of the present generation were of Anglo-Saxon origin. Fitzsimmons, whose tremendous hitting did so much to justify the old P.R. axiom that a 12-stone man is heavy enough to beat anybody, was a Cornishman by birth; Corbett and Sharkey were of English ancestry.

The American Style.

Generally speaking, the American heavy-weight or middle-weight is slightly superior in physique to his English rival. But this slight superiority does not explain why the latter is so often knocked out in two or three rounds. The truth is that the American style is appreciably better, more adaptable, and more resourceful than that which is taught, by precept and by practice, to the English boxer in the days of his apprenticeship. The English style is stereotyped to a degree: the pupil, instead of being allowed to develop his natural gifts, is compelled to adopt a traditional attitude and to lead, guard, counter, side-step, duck,

TELEGRAMS.

CRYSTAL PALACE.

ACQUISITION FUND.

Reuter's
[Service to the "Telegraph."]
London. Received June 30.
The "Times" gives prominence to a fund it is opening in response to an appeal by the Lord Mayor of London to secure the £200,000 sterling still required to purchase the Crystal Palace. The "Times" starts the fund with £1,000.

So, according to hard-and-fast rules. One of the commonest results of a course of instruction which ignores the personal equation in the loss of his punch—a loss which can seldom or never be made good in the years to come by taking thought. In American schools of boxing, on the other hand, the instructor encourages his novices to make the most of their peculiar gifts, allowing them to teach one another in frequent improvised contests, and merely pointing out at the end what mistakes have been committed and how they may be best remedied. Experience has shown that an instinctive knowledge of leading, guarding, countering, and dodging is most speedily acquired in loose play with a variety of opponents. And with it is gradually gained the capacity of "sizing up" an opponent and adapting one's methods to his case which is the basis of all ringcraft.

The Evils of Exhibition Sparring.

Exhibition sparring is the curse of the game in England. The average spectator prefers it to the rigour and vigour of actual fighting, which he wishes to see reduced to academic terms. A factor of unreality inevitably infects a game when the mere spectator's interest counts for more, directly or indirectly, than that of the players. As for the English boxing champions, more especially the heavyweights and middleweights there can be no doubt whatever that they get too much exhibition sparring (at music-halls and elsewhere) and not enough fighting. Fighting is the only sound preparation for fighting, and our champions who have only two or three contests in a year cannot hope to hold their own against American professionals who are always at work in the ring. The former must earn their living by exhibition bouts—that is, by putting on the gloves with men in an inferior class whom they must not hurt. This is the worst possible way of spending their time, seeing that such practice compels them to fight down to the level of their inferiors.

Nevertheless, even if our champions could get enough practice in their own country, the faults of one-sided style would still prevent them from winning. In warfare victory has always gone to the nation with the shorter weapon: the jab must beat the drive, as the Roman legionary's sword beat the Macedonian pike. It is a significant fact that the French boxers, who have studied both the English and the American style, have all adopted the latter. Fortunately, however, we have several boxers (in the lighter divisions) who know all about the American match-winning methods. There is Jim Driscoll, for example, who is a complete master of the game. Now that he is retiring from the ring, the National Sporting Club should engage him to form the champions of the future. Driscoll is a national possession, a monument of artistry, and ought to be used in the redemption of the oldest of our national pastimes from the decrepitude that comes of too much respect for academic conventions.

TELEGRAMS.

SIR IAN HAMILTON.

TO VISIT NEW ZEALAND.

Reuter's
[Service to the "Telegraph."]
London. Received July 1.
It is reported from Wellington that General Sir Ian Hamilton is to visit New Zealand in 1914 to report on the results of the present system of training there.

THE CHINA MERCHANTS' CO.

Sequel to the Meeting.

With regard to the disturbance created by a speaker using abusive language at the recent general meeting of shareholders of the China Merchants Co. at Shanghai, reported in yesterday's "Telegraph," a proposal was made that the directors should appoint Gen. Li Cheng-wu as their representative, with Messrs Huang Hsueh-ching and Sun Tsi-chou to assist him, to take legal proceedings against the man Wang Chi-hsien, who upset the table on the platform. Last Tuesday the Board held a special meeting to deliberate upon this proposal. Mr. Wang Tsiang-shan expressed his indignation at such an episode at a commercial meeting. He advocated a thorough investigation of the incident, because, in addition to this act, copies of a manifesto were distributed broadcast before the meeting, its contents reflecting discredit on the Company; and moreover, no names of shareholders appeared in the manifesto which was no better than an anonymous circular. He thought the Company should discover the authors and that they be dealt with. After further discussion, General Li Cheng-wu was nominated to represent the Company or the Board in taking proceedings at the Mixed Court against the offender. It is stated by the Chinese Press that General Li has engaged a lawyer and a complaint has been laid before Mr. Kuan, who has ordered that a summons be issued for the attendance of the defendant, who, it is understood, has retained the services of a lawyer to fight the case.

THE MOTOR-BOAT AH KWANG IN SHANGHAI.

On the 23rd ult. the motor-boat Ah Kwang arrived in Shanghai after a very successful trip from Hongkong, where, as "Telegraph" readers are aware, she was built by the Taikoo Dock Company to the order of the Asiatic Petroleum Company, Ltd., the latter being the first Company in China to use this type of boat for their business. The Ah Kwang is the largest motor-boat that has yet been built beyond the boundaries of Europe, and the Taikoo Dock Company is to be congratulated upon having secured the order and executed it so successfully. The "North China Daily News" observes that "the builders of the engines are also to be congratulated upon the fact that on arrival in Shanghai, the boat was found to be in ready order to take a cargo of refined oil to Hankow—her port of destination. The keen interest which is now being shown by members of the shipping community in the development of marine motors induced the local agents of the Asiatic Petroleum Company to display the Ah Kwang at Shanghai for a day in order to give those who are interested an opportunity to inspect the new boat, and we are informed that it is the intention of the owners to invite representatives of the principal firms in Shanghai to make a trip to Woosung and back on the boat."

NEWS FOR BUSY MEN.

TELEGRAMS.

THE NEWS CONDENSED.

Leicestershire beat Derbyshire at cricket by an innings and 43 runs.
The Right Hon. Mr. Alfred Lyttleton has undergone a serious operation.

Sir Samuel Gilloft, formerly Lord Mayor of Melbourne, has died in Sheffield.

While flying at Brighton, Wight fell and died from the injuries received.

The death is reported of Mr. John Dicklander, a director of Rubber Companies in Malaysia and Java.

General Sir Ian Hamilton is to visit New Zealand next year to report on the result of the present system of training.

The "Times" has opened a fund in response to the Lord Mayor's appeal to secure £200,000 to purchase the Crystal Palace.

As the result of an aviation accident at Liège, ten persons were injured and the aviator, M. Pariot, and another man killed.

The Centre Party in the Reichstag voted, in mistake, against the taxation of Federal Princes and the Property Taxation Bill is now jeopardised.

LOCAL.

To-day was observed as a general holiday in the Colony.

Our weekly "Jottings by the Way" appear on another page of to-day's issue.

Some interesting arguments by Mr. Bruton in the Soto case are reported in to-day's issue.

Mr. Marshall Darnach gave a most interesting "Tempest" recital at the Peak Hotel last night.

The new Chinese Y.M.C.A. Student Hostel with playground was opened last evening by His Excellency the Governor.

LONDON PAPERS' CONTENTS.

The announcements in the "Pall Mall Gazette" and the "Globe" of the action recently taken by Mr. Oliver Locker-Lampson, M.P., and Mr. Peter Wright against Mr. Godfrey Isaacs, and others in respect of the marketing of 500,000 shares of the American Maroon Company, resulted in proceedings for contempt of Court against the proprietors, editors, and printers of these papers. The contempt proceedings consisted in announcing the action in such a manner as to suggest a connection between it and the criminal libel prosecution at the Central Criminal Court, and in giving a misleading and false statement of the issues involved. Rules nisi were granted.

DON'T FORGET.

TO-DAY.

Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.
Malini at the Peak Hotel, 9.30 p.m.

TO-MORROW.

Victoria Theatre, 9.15 p.m.
Bijou Theatre, 9.15 p.m.
Malini at St. Andrews Hall, 9.30 p.m.

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Honkong, 1st Feb., 1913. [15]

MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1018.

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disfiguring and annoying dividing line has
been supplanted by a new lens with two fool-
the upper portion of the glass for distance and
the lower for reading, ground from one single
piece of glass.You who wear two pairs of glasses may
now use one pair instead. No one can tell
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FORTNIGHTLY LIST

NEW NOVELS

80 Cents Novels.

The Spinster, by Hubert Wales.

The Visits of Elizabeth, by Elinor Glyn.

The Storm of London, by F. Dickberry.

Mrs. Thompson, by W. B. Maxwell.

Mrs. Drummond's Vocation, by Baroness Von Hutten.

The Money Spider, by Wm. Le Queux.

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construction. Europe is said to
have a mile of railway for every
2,400 inhabitants; China has
perhaps, now about a mile for
every 70,000 of her inhabitants.
Since the Revolution, Dr. Sun
Yat-sen has put forward a
grandiose scheme for the con-
struction of 75,000 miles of rail-
way in ten years at an estimated
outlay of about 2,000,000,000 star-
ling, and he has the authority of a
Mandate issued by the President
to draft plans for this railway
system, and to submit them to
foreign financiers with a view to
raising the necessary capital,
finally submitting the results to
the Government for its approval.
Moreover, he was authorised to
form and organise a "Central
Railway Corporation", to carry
out the work entrusted to him,
and was granted \$30,000 a month
to defray the expenses connected
with the preparation of his
scheme and the organisation of
the Corporation. Presumably this
sum has been paid each month
since the issue of the Mandate,
but the world has not been start-
led as yet by any announcement
indicating that progress has been
made with the scheme, and we
fear that no such announcement
need be expected for a long time
to come, unless the task of pre-
paring the scheme is placed in
more practical and more compet-
ent hands.

South China Morning Post.

Cheap Cables.

When the new cable from
Colombo to Hongkong is com-
plete, as it will be in a short
time, messages will be transmit-
ed direct. Already the Eastern
Extension Company has anticipated
this by announcing the equal-
ising and reduction of the rates
and the saving to the business
community will be enormous,
this to be counter balanced in the
office of the cable company by a
great enhancement of business.
Following the completion of the
Penang to Colombo section of
the new line the cableship
returned to England to refill with
cable and the laying of the section
from Penang to Singapore
and from Singapore to Hongkong
is probably now under way. This
completed, the cableship again
returns to England to refill, and
then proceeds to lay the Aden to
Colombo section which is expect-
ed to be completed by December.
When the Red Sea section from
Aden to Suez has been completed
the new cable will constitute an
entirely new route, east from
Gibraltar to Hongkong, the Me-
diterranean section from Alexan-
dria to Gibraltar, like the Penang-
Colombo section, having already
been installed.

China Mail.

India and Cotton.

In the course of an article in
the "Literary Digest" on
"India's cotton fight with Britain"
we learn that no less than
\$115,000,000 (gold) a year is
paid by the natives of British
India for foreign-made cotton
fabrics. India, it is stated, has
now determined that this enor-
mous sum shall not go out of the
country. She will build her own
mills and spin her own cloth.
This is bad news for Lancashire,
which has hitherto imported raw
cotton from India and sent it back
to Calcutta and Bombay in printed
or plain fabrics of the loom.
But times have changed, says
Saint Nihal Singh in "London
Magazine" and "as year by year
the smoke curling from the chim-
neys of volume, it writes the
doom of Lancashire against the
industrial firmament in characters
so black and so bold that he who
runs may read the decree of the
Fates."

GENERAL NEWS.

Fun is for Pukow.

A Nanking telegram to the "Shenpa" reports the departure of Mr. Chuang Yui-kuan for Shanghai, and states that his going to that port is connected with the raising of funds for the construction of the Pukow Commercial Port, of which Mr. Chuang is Director-General.

Chinese Time-Expired Soldiers. Movements of troops are still taking place on a small scale, but since the trouble at Kiukiang quieted down these are principally in the nature of returning time-expired men to their homes. For two months previously ships had been engaged in transporting northern troops to Wusueh, near Kiukiang, but this is now at an end. Among the districts whence the soldiers are now being removed is Wenchow.—Exohange.

Mongolian Women in Glimpses.

A party of Mongolian women hawkers, who are said to have worked their way from Hankow across Asia and Europe selling paper toys, landed in Grimsby on June, where they were arrested for hawking without a licence. They could speak no English, and although an interpreter was available the police could make nothing of the bland and smiling ladies, who were eventually liberated by the bail authorities.

Lung Kwe-shing Case. In connection with the decision by the High Court that Mr. Yang Chiu-ping, counsel for Lung Kwe-shing, shall be suspended from practicing law, the Shanghai District Court has been instructed to summon Mr. Yang to attend a trial at the High Court on July 11, when his penalty will be definitely fixed. Regarding this incident, the Shanghai Lawyers' Association addressed a telegram to the Peking Court of Revision to uphold the rights of its members. Upon learning of the Soochow High Court's decision based upon Clause 11 of Article 23 of the rules governing legal practitioners, a meeting of members was called to discuss the case.

English Book in Chinese. The Revolution has produced some changes in the taste of the reading public in China, and the Christian Literature Society has little time in adapting itself to the situation, says the "Daily News." A glance at the list of the C.L.S. publications shows how closely China is being kept in touch with the trend of modern thought in the West. Dr. Alfred Russel Wallace's Wonderful Century is already translated, and Norman Angell's Great Illusion and Science and Alcohol by Sir Victor Horsley and Dr. Sturge are in preparation. Other volumes include Kingsley's Heroes, Kirkup's History of Socialism, The Chronicles of the Schonberg-Cotta Family, Carlyle's Heroes and Hero-Worship, and about fifty other volumes on politics, economics, theology, and history. A few interesting titles from the earlier book comprise First Aid, Till the Doctor Comes, The Chairman's Handbook, Joint Stock Companies, Physical Culture for Men and Women, Pope's Essay on Man, and Thomas a Kempis' Imitation.

Respect for the Dummy Bomb. Dummy bombs still continue to be found, says a Home paper of recent date. One discovered at Milton Church, Gravesend, was subjected to a novel test. The vergor, who found a large box from which came a ticking noise, rushed for the rector and the police. Taking no risks, the police removed the machine to a field by means of a long pole. There Detective Sergeant Holt, still apprehensive of approaching too near the find, secured a rifle and shot at the box six times. He proved himself a good marksman, and hit it each time. But there was no explosion. The "bomb" contained the working mechanism of a clock and a number of stones. When the police realised that, after such precautionary measures, they had been startled by a dummy, they shared the smiles of the onlookers. With two electric bell wires inserted through the lid, a tin found near a pillar box in Forest Hill contained a pair of old bicycle cranks and some coal dust. An old alarm clock and two bananas formed the contents of a "bomb" placed outside the Chief Constable's office at Zantbourne.

THE SOTTO CASE.

Interesting Arguments by Defending Solicitor.

Mr. G. K. Hall Brutton, who defends Vicente Sotto, continuing his statement of defence, at the Police Court yesterday, before Mr. Hazeland, said that according to the Treaty of 1848, California was incorporated with the United States, but "shall not become admitted to the Union until such time as Congress thinks fit."

Mr. Hodgson:—May I ask what the reference to that is?

Mr. Brutton:—It is Dorr versus the United States with regard to Florida and Dorr versus Louisiana.

Mr. Hodgson:—Do I understand that the New Orleans case which Mr. Brutton has cited decides this, that by the signing of the Treaty California shall be incorporated?

Mr. Brutton:—No; no, with regard to Louisiana. The inference is that the law being the same that it is the same. With regard to Louisiana it is the same and the next case is Florida, and now we have Dorr versus the United States for that. And take the wording of the California Treaty: "Shall be incorporated into the Union." The territory is incorporated immediately on the signing of the Treaty, but it is not erected into a State until Congress sees fit. Immediately on the signing of the Treaty they get the status of citizenship. They are not citizens, but annexed with California, and those who elicit to retain, their citizenship should immediately become citizens of the United States. Now if you turn to the next one with regard to New Mexico it is the Treaty of 1853 by which Mexico ceded New Mexico to the United States. I refer to article 5. Article 5 includes in this Treaty 8 and 9 of 1848. The Treaty is in regards to citizenship. Eight provides for citizenship and nine provides for incorporation and admission. I will refer you to the Treaty of 1867, the Treaty ceding Alaska; article 3 refers to citizenship. Having regard to these five Treaties your Worship sees they become citizens of the United States and subject to the rights, privileges and immunities of citizens of the United States. I am excluding Alaska now, and at the signing of the Treaty, excluding Alaska, the territory ceded became incorporated with the United States, but the territories should not be admitted as states until Congress should see fit. Therefore I say with regard to these territories, excluding Alaska, there was the promise that they should, at some future time, be admitted into the Union. I do not think I can do better than cite Bryce in regard to territories. Therein it is said, the position of a citizen of a territory is a very peculiar one. He has the immunities and benefits of other citizens, but the public side is wanting. He is in the position of an Australian subject to the British Crown who has full British citizenship as regards private and civil rights in his own Colony, but does not participate in the Government of the Empire at large, although eligible for any political office in the United Kingdom or any other part of the Empire at large. He has no voice in the Government, he is the citizen of state, yet he is eligible to take office under the Government. I am going to show presently that is where the Philippine Islands differ from the territories; that is what I propose to do later. Now, your Worship, it is necessary to ascertain what the privileges and immunities of an American citizen are.

His Worship:—Isn't there any wording?

Mr. Brutton:—Rights, privileges and immunities. Citizenship is the principle and practically it carries everything. Once a man is a citizen of the United States he is entitled to all privileges, rights and immunities, trial by jury, equal imposts, taxes—Federal taxes—not the local taxes, in fact everything granted by the Constitution.

Mr. Hodgson:—I hope your Worship has not put this down, it is not evidence.

Mr. Brutton:—It is the evidence all the way through this case. Mr. Hodgson:—Let us have it.

Mr. Brutton:—You have it, it is all brought out. I will first deal with citizenship. By article

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4 of the Amendment of the O n station, section 1, all persons born or naturalised in the United States, and subject to the jurisdiction thereof, are citizens of the States wherein they reside. Your Worship will recollect that in connection with citizenship, Mr. Welch said that the Filipinos have their own Philippine citizenship.

His Worship:—Yes. Mr. Brutton:—I forget the exact words. Granted, what is

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Alexandra Buildings, Hongkong, 22nd May, 1913. [337]

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called Philippine citizenship and the authorising of the Philippine legislature to authorise Philippine citizenship, but you see what the amendment says: persons born in the United States or naturalised in the United States, or subject to the jurisdiction thereof, are citizens of the United States and of the State in which they reside. By what Mr. Welch says they are merely citizens of the country wherein

(Continued on Page 10).

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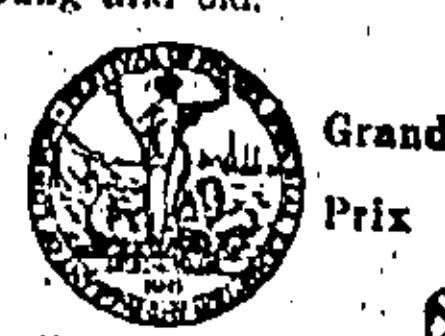
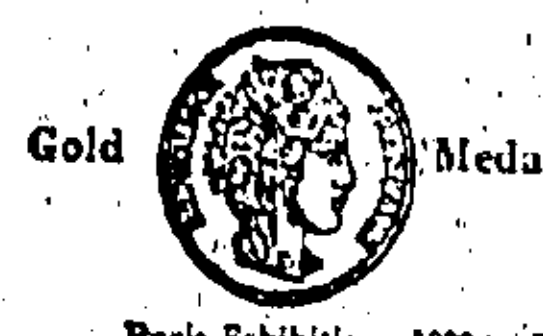
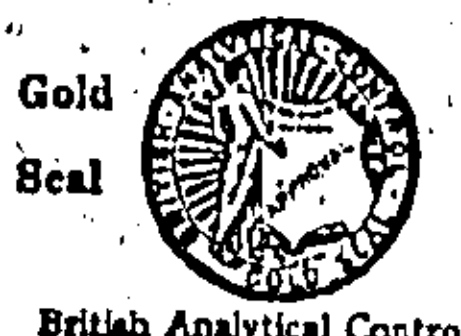
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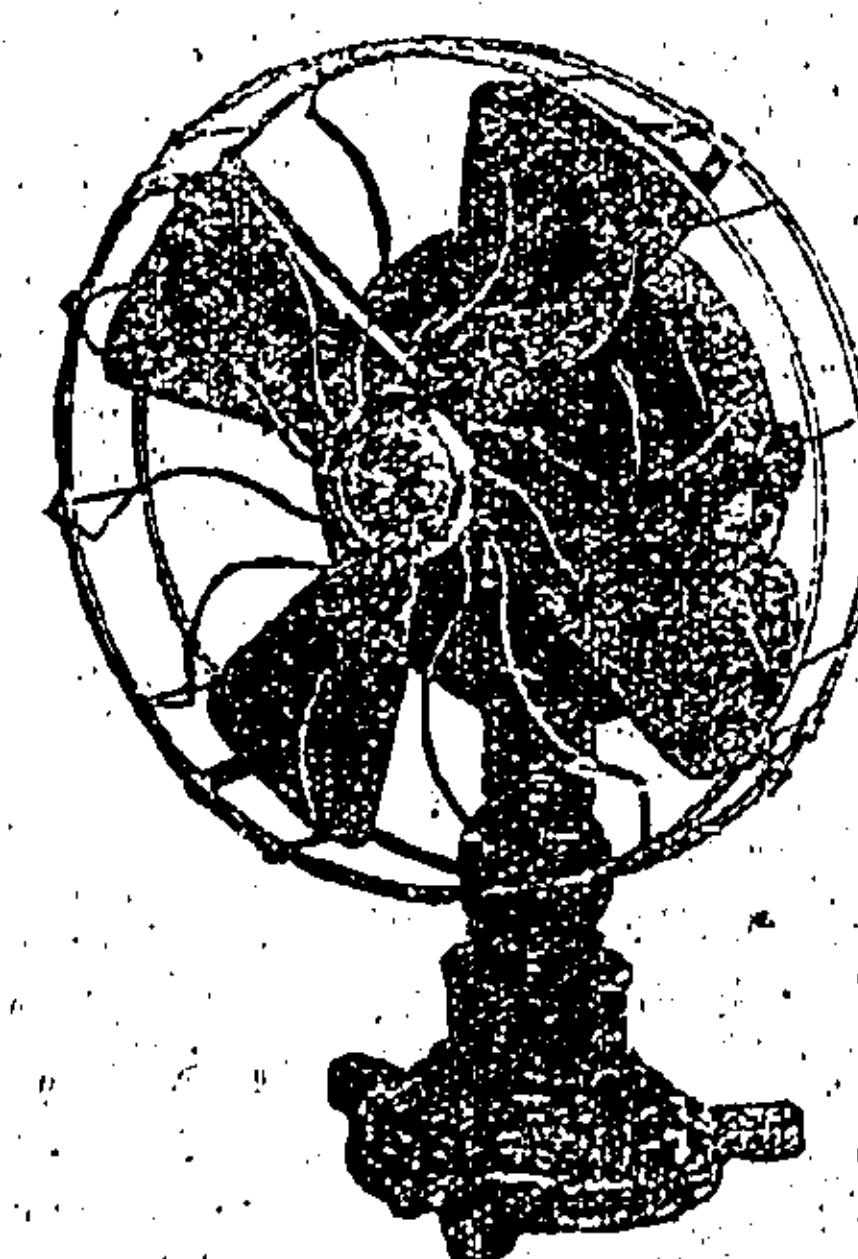
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BIRTH.

HASKINS.—On May 24, at Cleveford, the wife of W. J. Haskins, Federated Malay States Railways, a son.

MARRIAGE.

DARKE—HIBBERT.—On May 24, at Hampstead, Arthur Ernest George, son of the late F.M. Darke, of Singapore, to Amy Hibbert.

DEATHS.

BLACK.—On May 27, in London, Eleanor Black, for 28 years a Missionary in Swatow, China.

GOMES.—On June 21, at his residence, 10, Owen Road, Singapore, Ernest James Gomes, youngest son of the late Rev. William H. Gomes, B.D.

The Hongkong Telegraph.

HONGKONG, TUESDAY, JULY 1, 1913.

A DECLINING BIRTH RATE.

A telegram in our columns on Saturday stated that the birth rate for last year was only 23.8 per thousand, which is 0.6 below that for 1911 which was the previous lowest on record. This is a serious state of matters. A century ago, the birth rate held steadily round and about 35 to 37 per thousand, and even half a century ago, it had not dropped much below these figures. Of late years the decline has been steady. Now it is become almost alarming. With the example of France before their eyes, English people should want little warning. In France, indeed, the death rate considerably exceeds the birth rate. Such a state of matters cannot long continue. It is bound, in the end, to bring ruin to any Republic or Empire. A country in which "more coffins are made than baby carriages" is a country doomed. Only by a miracle can she be saved.

Is Britain to take warning, or is she, like France, to follow the declining path until hope for her is well-nigh gone? For years past, public opinion in France has been content to lament the state of affairs, but it has not actively moved in the direction of mending matters. The Church and the press alike have tried to awaken the nation to a sense of its peril, but the nation has declined to be roused. Magnificent work as Zola did in "Fecundité"—magnificent, that is, less in a literary sense than as a solemn warning—it failed in its purpose. The canker has gone very deep across the Channel from Britain. Only if the national mind is deeply stirred—whether by a feeling of impending danger or from a strong sense of duty matters little—can France be saved from the pit into which she is sliding. The likelihood of such a happening, one regrets to say, is very slight.

In the case of Britain there are several causes contributing to the decline. Men and women do not marry so young as did their fathers and mothers. Most men find the stress of modern competition so great that they shirk marriage and family cares until their income is fairly assured. Young women, too, have grown more worldly-wise and have developed a tendency to expect that they shall start off, when a home is made for them, at the same point, in respect of appearance and size and luxury, as their parents have reached after years of life together. These circumstances make for later marriages and smaller families. The tendency has been in this direction for some years past, and its inevitable effect has often been foretold. That effect is now being felt. Emigration, again, is a contributory cause, and here the case of Scotland should afford a safe-guiding line. For some years past there have gone from Scotland thousands upon thousands of young men and women to Canada and Australia. The other countries are also losing the strongest and best of their blood, but not to the same extent as Scotland; and the figures affecting the northern country, when they are available, should prove instructive. Add to these causes a certain shrinking from maternity on the part of at least a section of British women and most of the reasons for the decline are laid bare. Whether it will continue, or whether the bottom figure has been reached, it is not possible to determine; but it would ill become a Briton, while he regrets the position of matters, to believe that it will be permanent. One has more faith in the race than that.

Strong Words.

The quarterly report of the Mercantile Marine Service Association contains a letter from Captain Philip Going, assistant manager of Holt's Wharf. Captain Going covers a deal of ground in his letter and never fails to make his meaning clear. The new sight-test is "absurd, uncalled-for, iniquitous." Shipowners, again, are slow in sharing their prosperity with the masters and officers to whom that prosperity is greatly due. "I am no advocate of strikes," Labomina's such methods," says Captain Going, but if other shipowners will not grant the same terms as have been granted by the British India Steamship Company, why then, says he, in effect, let masters and officers strike at once and force the hands of the employers. "It seems to us that this is advocating a strike very strongly, and we confess to surprise at finding the writer of the letter urging a method which he abominates."

Sunday Labour.

Captain Going urges that Sunday labour should be altogether stopped by Parliament. "Why is it," he asks, "that the British sailor is the only man in the world who is fixed to work on Sunday in harbour and is not paid overtime for such work?" Here is a legitimate grievance to which attention should be paid. Britain certainly is behind other countries in this respect. One point from the letter, which deals with Hongkong, may be quoted. "Here in Hongkong it costs only \$200 for a Sunday permit. That is paid willingly, as it is made up by a day's work—by the sweat of an over-worked, underpaid British officer; the cost should be made \$2000, and then, perhaps, the British officer would have a day's rest and recreation." Captain Going wields a vigorous and refreshing pen, and he makes some good points. His observations on Sunday labour will meet with general approval. But he really should not advocate a strike. We should suppose, however that ships' officers are too shrewd and far-seeing men to be led away.

The Home Government has a fine chance now, if it would but use it, to assert itself where the suffragist nuisance is concerned. Hitherto, its hands were tied, to some extent, by reason of the offenders' being women, and so to—despite their efforts to unsex themselves—deserving of some consideration where the administering of punishment was concerned. But the crowd of self-advertisers that marched to Trafalgar Square on Sunday was made up largely of men—sturdy ruffians who appear to have seized on the smallest excuse for a display of hooliganism. To all intents these men were rioters. Then why not treat them as such? Why not give every man caught, a severe dose of the cat and turn him loose again to show his mates what they too may expect if they take up the office of bullies to the suffragists? If no other result accrues from this procedure, it would at least be the means of saving the Government's "face," for it would dispel the prevalent idea that it is nothing but rank cowardice and old-womanly fear of giving pain that has kept it from dealing with the "suffragettes" a little more strictly.

Opium of the River Steamers.

We published yesterday a message from Wuchang stating that many of the river steamers contain a large number of opium-smokers each trip. It is said that on one of these boats recently as many as thirty or forty lamps and sets of opium paraphernalia were seen, and now "people are wondering whether any control can be exercised over these boats by any Government." Who are the people who are "wondering"? Surely no one who has any idea as to the life on board these river steamers. If the Republican Government is so anxious after the welfare of its travellers, let it take some definite and effective measures against piracy, which is a good deal more of a nuisance, and often more dangerous to human life, than opium. So long as rivers like the Yangtze and the Canton abound with these marauders, the smokers might well be left alone while the Government finds a more useful outlet for its energies.

DAY BY DAY.

"What do we live for, if not to make life less difficult for each other?"—George Eliot.

The Mails.

Siberian Mail.—Despatched per Ernest Simons at 6 a.m. to-day.

American Mail.—Closes per a.s. Persia at noon to-day.

French Mail.—Despatched per a.s. Armand Babe at 1 p.m. to-day.

English Mail.—Due per a.s. China to-morrow at 2 p.m.

Siberian Mail.—Due per a.s. Liban to-morrow.

Australian Mail.—Closes per a.s. Kumano Maru at 10 a.m. to-morrow.

Canadian, American and Siberian Mails.—Close for a.s. China at 5 p.m. to-morrow.

Departed.

Among the passengers who left by the a.s. Persia to-day were Major Hunter and Mr. Marshall Darrah.

For Consignees.

Consignees of cargo by the a.s. Korea and the a.s. Prinz Eitel Friedrich are reminded that goods remaining undelivered after to-morrow will be subject to storage charges.

Kailan Bonds.

An advertisement appearing elsewhere deals with the payment of half-yearly interest due to-day on the 6 per cent. First Mortgage Debentures (Kailan Bonds) of the Chinese Engineering and Mining and Company, Ltd.

Star Ferry Company.

An extraordinary meeting of the Star Ferry Company is to be held on the 16th inst. for the purpose of considering resolutions to increase the capital of the Company from \$300,000 to \$400,000 and to deal with other matters specified.

New Firm.

Mr. C. H. W. Kew, who has for many years been connected with the Hongkong and Kowloon Wharf and Godown Company, has joined Mr. Rudolph Wolff, a brother of Mr. P. R. Wolff, in the establishment of the firm of Rudolph Wolff and Kew, metal merchants.

SHAKESPEAREAN RECITAL

Mr. Darrah in "The Tempest"

Last night Mr. Marshall Darrah gave a fine elocutionary entertainment at the Peak Hotel, consisting of the main portions of Shakespeare's "Tempest." H.E. the Governor was present. Rejecting the short, prologue-like Scene I, Mr. Darrah proceeded to recite the whole of the second scene, which practically constitutes the first act. His portrayal of Prospero appeared to leave little to be desired—until, later in the scene, he was called upon to take the part of Caliban. Then (and subsequently, when Trinculo and Stephano entered) one realised that, by comparison, his Prospero was almost weak.

For Mr. Darrah is a comedian, in the highest sense of a word which has been so loosely used during the past fifty years as to have lost half its value, and nearly all its dignity, where art is concerned. It would be difficult to conceive of a more realistic presentation of Caliban—one more in accordance with the intention of the great delineator of that monster—than Mr. Darrah gave us last night. Without a single one of the ordinary stage-helps to realising a character, he showed his audience a Caliban that was vicious, spiteful, timorous, useless for anything but the most beast-like toil, ungrateful, yet not altogether devoid of the instinct to cling to someone or other, if only for protection's sake and as the outcome of his half knowledge of his own helplessness; an unhealthy soul in a distorted body.

Trinculo, the weak-minded jester, and Stephano, the drunken butler, were just as real in their way; as much as as to confirm one's feeling that comedy is Mr. Darrah's true vocation. The recital was, in all respects, a great treat, and one regrets that there should have been so poor an attendance.

Y.M.C.A. STUDENT HOSTEL

Opened by His Excellency the Governor.

The hostel built for the use of students at the University and various Colleges in Hongkong, and which at present is housing the Chinese Y.M.C.A. as well, was formally opened by His Excellency the Governor, before a large attendance of Europeans and Chinese, yesterday afternoon. The building, which is of red brick, contains an excellent tiled floored gymnasium, accommodation for about thirty residents with the usual offices, and an excellent paved playing ground, large enough to take two tennis courts. It was on the playing ground that the opening ceremony took place. This had been decorated with flags, and while waiting for His Excellency, the Chinese Y.M.C.A. band discoursed a programme of music.

The Venerable Archdeacon Barnett presided, being supported by His Excellency the Governor, Mr. Dealey, Head Master of Queen's College, Sir Kai Ho Ku, Mr. J. McPherson, Capt. Taylor, Capt. Conolly, Dr. Wan Man Kai and Mr. Wong Mow Lum.

After opening with prayer, the Chairman said that his first word would be of apology because of the absence of the Bishop of Victoria, who was visiting a part of his diocese as far away as Lunan; also for the absence of Mr. Ralphs, who, through sickness, was unable to attend. His second word must be one of appreciation that His Excellency had so kindly come that afternoon in order to open the building. The committee valued that evidence of his interest in the building and the help it would afford them.

The Student's Cause.

The day of apology for the student's Hostel had passed. India had proved what was the value of the hostel and so far had they been successful that they had received both official and unofficial sanction, in the interest of the student's cause in India. Not once had it been true of the hostel that it had been accused of seditious propaganda. That was a further evidence of its invaluable-ness to the student life, and when it was accompanied by inspired leadership, then the moral training of the student was fairly well assured. Immoral tendencies were checked, and healthy ideals fostered. It must be a matter for concern to anyone who knows how many young men were attracted to Hongkong by the educational facilities offered and who were living among what could not be considered grossly immoral surroundings and under conditions which might nullify whatever help they might obtain in the class room. He did not think these men did that from choice but from necessity. They trusted therefore, that the hostel would be helpful spiritually, physically and morally to all who should find a home here. That was the great hope of the founders.

The Supporters.

Referring to the various benefactors the speaker said that one of the first supporters was the Venerable Archdeacon Williams of New Zealand, who had subscribed £1,000 with which the land was secured. Then the late Lord Kinnaird and Lord Overton subscribed £1,000 each and two American gentlemen, Mr. Stephens and Mr. Leonard, gave \$5,000 and \$1,000 gold respectively. The total cost of the building, of the ground furniture and playground, had amounted to about \$44,000, while the hostel provided accommodation for a warden and thirty-two students. In this connection he would like to say how glad the committee was that the first warden was a prizeman and an Oxford graduate. Sixteen students had already taken advantage of the facilities offered by the hostel. The greater number came from Queen's College, the constitution providing that they should give preference to the students of Queen's College. In addition to those, there were two from the Diocesan School, one from St. Paul's School and one from St. Stephen's. Under the same roof

there was temporarily housed the Chinese Y.M.C.A. The secretary of the Y.M.C.A. wrote to the committee of the hostel stating that they had been obliged to leave their premises at short notice, and asking if they could rent a portion of the hostel. This was granted and the committee had been helped in that fashion at the beginning of the career of the hostel.

Recreation Facilities.

Knowing the value set on physical training, the scheme included the play-ground which had been attached to the hostel. No students' hostel would be complete without facilities for physical exercise; it would fail in its purpose. It was becoming more generally understood that, while all morality must be based upon religious activities, there was a subtle affinity between physical development and morality, so much so that there were playing-ground movements in England and America for the provision of grounds and the placing of them under proper control. They were not allowed to mention the name of the gentleman through whose efforts the play-ground had been obtained. It was not a large one but it was serviceable, and no doubt would prove a great advantage to those who were allowed to make use of it. The committee hoped that Queen's College would take full advantage of the provision that the ground should be available for them for three days in the week. He called upon His Excellency to declare the hostel and play-ground open.

His Excellency's Speech.

His Excellency observed that the Chairman had explained so fully the objects of the institution open that afternoon, that there was no need for him to add anything. He had listened with great pleasure to his remarks about the supervision to which the boys would be subjected. He would like to remind both parents and boys alike, that in England, and indeed in Europe, they attached the greatest importance to the supervision of growing lads and young men, and boys were taught to look up to their house-master as a public school, as the man placed for the time being in the place of their father; a man in whom they should place trust and to whom they should go when they got into trouble—as every boy who was any good at all would. And later on, at the university, the boy was allotted to a tutor whose special care it was to look after those particular boys. When he went home and visited his old University, the first man he always went to see was his old tutor, for whom he had regard and affection, and to whom he always used to carry his troubles, which as he was a spirited youth, were not a few. In that institution, the hostel, they had advantages which were not accorded others attending the colleges to which they went, and they ought to make full use of them.

The Playground.

He had no doubt that they would, and he was perfectly certain that, if they did use it, they would entertain for the gentleman who would supervise them the same regard and affection as he still entertained him when he was a growing lad. He was glad to see attached to the Hostel a playing-ground. There was nothing, in his opinion, that conduce more to the proper training of young men than thoroughly sound bodily exercise. When he was a young man and was home from school on holiday, if his father saw him idle he would say, "What are you doing, my boy?" and if he said he was doing nothing, he would say, "Go out and ride a horse, shoot, fish, or walk, and, if you are not inclined to do that, here is a problem in algebra that you can do in the next few hours." He had much pleasure in declaring the hostel and playing-ground open, and he hoped that it would be of great service to those for whom it was intended (Applause).

Dr. Wan Man Kai proposed a vote of thanks to His Excellency for attending that afternoon, and this was seconded by Mr. Wong Mow Lum and carried with acclamation. A squad of students then went through some interesting drills and played two what were to us new ball games, the exhibition proving very popular.

JOITING BY THE WAY.

Needless Severity.

Last week several Chinese were summoned by the Sanitary Board. We forget what it was for; anyhow, it wasn't for emptying ashbins in the gutter. We learn that, during the hearing, some other poor wretches were made to stand in a dock underneath which lay accumulated dirt and dirt, an inch deep or more. We gather that only a fine sense of humour restrained the defendants from issuing cross-summons against the Sanitary Board for not keeping the police-court sweepers up to the mark.

Up to Date.

One of the Manila papers announced, last week, that Cardinal Vaughan occupied the chair at a meeting in Manchester on the 11th of last month. His Eminence died in 1903; but it does not become us to be hypercritical. After all, what's ten years?

Impossible.

We have received for review a work entitled "Cantonese made Easy." Unfortunately our office Sinologue (see "A Dictionary of Journalisms") has been temporarily "affiliated by" the Chinese Customs to look after some wireless installations. In his absence we abstain from commenting on the book, beyond a ring that the man who can invent such a title should be a novelist and not a mere philologist, on whom the gift of a vivid imagination is likely to be thrown away.

Weights and Measures.

Under the above caption (see Journalisms Dictionary, as before) we stated on Friday that the Inspector of Weights and Measures had found only 18 Chinese scales faulty, out of a total of 2,448. China has still much to learn from the London butcher.

Sober Hongkong.

In the same column, though under another "caption," we mentioned that four samples of whiskey had been purchased in Hongkong during 1912. A correspondent writes suggesting that the number is understated. We apologise; we are most unwilling to subject any of our readers to injustice; but the figures are the Government's; not our own. We too thought that it was fixing the minimum rather low.

Obliging!

The other day we asked a Chinese gentleman to forward us a copy of a telegram that had been sent to Peking. He did so; but in Chinese! Some day we hope to get even with him by thanking him in our own handwriting. If he can read it he will be worth our making a friend of; for there are often times when we can't.

A Distinction of Sex.

"The" and "she" are all one to a certain class of Chinese compositor. One of our type-setters, last Thursday afternoon, represented Mr. Wu Hon Man as saying that the Southern Chinese had the warmest affection for "she Northern Republicans." This is the first time we have heard a good word for the suffragists. We can't say we altogether like this marked preference for the womenfolk. He-southerners should cultivate the virtue of impartiality.

Educated "Comps."

But all our compositors are not so ignorant. Some bear the marks of having been educated at one or other of the Hongkong colleges; witness the fact that one of them yesterday set up "Can't on" for "Canton" and "whether" for "weather." If this kind of thing goes on we shall insist on the offender's producing his Oxford Locals certificate.

As One having Authority, and not as the Scribes.

We are asked if it is true that Professor Smith wrote the article recently published by "Times," concerning Hongkong's interest in education. Beyond saying that it was manifestly penned by someone with a long and intimate acquaintance with affairs in the Far East, we must decline to express any opinion.

Appointed to Kueichow.

Mr. Tai Kong has been appointed Chief Civil Administrator of the province of Kueichow.

LIFE IN HONGKONG.

Viewed through Outside Eyes.

Well-to-do people in the East live like princes, and are regular little potentates, as far as their own domiciles are concerned. Twenty servants is the usual complement of an ordinary sized household. They are paid very little, and they find themselves in food (rice satisfying them generally). As for quarters, a man to lie on, and a brick or a block for a pillow, seems to be all that they require in the way of sleeping accommodation, for the average Chinese of the servant class can sleep anywhere and any time. He is wonderfully efficient, quiet in his movements, reliable, respectful, patient, long-suffering, and even kind. The head of a house in the East, generally by dint of circumstances a bachelor, leaves everything to his No. 1 "boy"; he never sees his cook, never enters his kitchen, doesn't know half nor a quarter of his servants, and neither knows nor thinks it safe to inquire where or how they sleep or feed. When he wants a thing done, it is done, and often before he even knows he wants it. When a man does marry, his wife, fresh from England, or from Germany or America, considers it her bounden duty to give orders, to superintend and supervise the management of the household, etc. After a while she soon tires of that, for she finds things are admirably done without her interference. Some continue to "pry about" all their lives, but the generality do not bother. Thus it is that, with nothing to do in the house, not even any sewing or mending, European women get very lazy, and bored with life in the East.

Servants.

Chinese servants are not particularly well paid as we value money. But their wants are few, so where's the need of money? A doctor in the East told me that his cook gets per month 20 dollars ("Mek," as they are called—an abbreviation of the Mexican dollar) half the value of the American dollar—that is, \$2 odd; his wife's "amah," 14 dollars; his No. 1 houseboy, 18 dollars; and the humble servants less and less. Altogether, he keeps 12, but "keeping" merely means housing them in special quarters at the back of the premises, and not feeding them. They provide their own rice, as before stated, and are not the slightest trouble in that respect.

The summer is trying in Eastern towns for white people. In Hongkong, though the temperature in August and September is rarely above 84, and those are the hottest months, it is a moist and clammy heat. You cannot help feeling languid and fit for nothing, the sun beats pitilessly down, and it is no wonder that the ladies do very little in the morning, and take a long siesta every afternoon. Calls are made at 5 o'clock, and not a minute sooner. They have such a nice and satisfactory custom, these ladies. In the garden, or somewhere near the entrance to their houses, they have a little wooden box, ostensibly for letters. But it has, underneath the printed name of the lady of the house, a little slit in which is inserted "Out" or "In," as she desires. If you notice that the word is "Out," you never dream of inquiring further; you put your cards in the box and go away. It is so simple, isn't it, and saves your friend, in deshabille within, such a lot of trouble! But, oh! the ceremony they stand on in these parts. Those cards must be left, or you'll soon find yourself out of it. After a dinner party all the guests must "call" on the hostess—yes, even the bachelors. Bachelors have to behave "like gentlemen" in the East, for they are at a discount anyway, as all the world knows, and must mind their P's and Q's.

The summer weather has a ruinous effect upon clothes. Take your boots out of a cupboard where they have been only for a day, and they are nicely covered with green mould. Gloves become mouldy and spotted in no time; the residents place them in large glass bottles with green tops. Silks out and, perish, chiffons drop to pieces, sequins tarnish, even tweeds become "sickly

od o'er" with pale green mould. The climate is "death on" evening frocks of every description. Shopkeepers have great trouble with the "stock." It is impossible to keep a roll of French silk for long on the premises, it rots on the shelves, flowers fade, all die articles spot or acquire mould. Here they are always trying to "sell off" at great actual loss, but nobody cares to risk buying the goods. "Inexpensive frocks and no gloves" is the best plan to follow in Hongkong, most women think.

Bargaining.

Money in Hongkong is strange. You pay out paper dollars, and the shopkeeper sends his boy to the money changer, two or three steps past his store, and makes something on the transaction. How is it done? Well, paper money is of good account, because the banks are responsible for it, and the money-changer will give small silver, 10 and 20 cent pieces for it, with five or six cents extra on each paper dollar, simply because silver is always fluctuating, and with silver you never know where you are! Bargaining is a fascinating process, which grows on the foreigner. "How much is this tea worth?" you ask. "Seven dollars." "That's too plenty money, I give four." "Seven my price, four your price, you say something different." Then you go up 50 cents, and after a lot of blather he says, "Can do." But if you hand him over paper dollars, you tell him to knock off 50 cents "because of money-changer." He begins to enjoy your society. "Where you learn good bargains?" he asks, and positively admires you for beating him down.—Jean Walker in the "Sheffield Daily Telegraph."

MALINI'S SHOW TO-NIGHT.

The most baffling of all sleight-of-hand performers, Malini, is to give his first public show in Hongkong at the Peak Hotel this evening, the performance starting at 9.30. Malini has already won a name for himself in the Colony and the Peak Hotel drawing room promises to be filled with those interested in the marvellous tricks performed by the Austrian-American.

A Malini performance is said to be entirely different from the entertainment of any other magician. The little wizard steps upon the stage without any apparatus and proceeds to do the most wonderful trick upon trick with various articles borrowed from the audience. His Excellency the Governor has extended his patronage to the performance this evening.

THE HOLIDAY

There were no sittings of the Law Courts or of the Police Court to-day, which is being observed as a general holiday. The Stock Exchange Association Offices were closed, as were also the banks and the insurance offices. Most business houses were open, while shops as a rule took no notice of the holiday. People generally were not able to take great advantage of the holiday, but a number of golfers were able to get a good morning's sport both at Happy Valley and Fanling.

Captain's Claim Against Steamer. In the French Consular Court at Bangkok, on June 9, Captain Brulard, late of the Anjon, claimed certain money from the administrators of the vessel, out of the proceeds of the recent sale. Mr S. Brighouse appeared on behalf of the former owners, by whom plaintiff was engaged. The claim amounts to Tioles 6,592 for passage from Europe and back, expenses in Bangkok and Saigon in connection with the vessel, two months' salary while the steamer was under repair, and salary for two periods of three months. Most of the items were undisputed, the chief item in dispute being the passage to Bangkok and back. It was pointed out by the court that under French law the owner of a vessel had to send a captain back to the port where he was registered. The late owners gave evidence. It transpired that the ship was sold by order of the French Consulate who now have the winding up of its affairs in hand. Judgment was reserved.

Today's Advertisement

THE "STAR" FERRY CO., LTD.

NOTICE IS HEREBY GIVEN THAT AN EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the Offices of Messrs. Jardine Matheson & Co., Ltd., Pedder Street, Hongkong, on WEDNESDAY, 16th July, 1913, at 12.30 o'clock in the afternoon, when the subjoined resolutions will be proposed—

1. That the Capital of the Company be increased from \$300,000 to \$400,000 by the creation of 10,000 new shares of \$10 each.
2. That the Directors be and they are hereby authorised to distribute \$100,000 from the Reserve Fund amongst the persons who are registered as shareholders of the Company on such date as the Directors may decide by way of bonus in proportion to the number of shares held by them on such last mentioned date and that such bonus be payable on such date as the Directors may appoint.

Where such distribution would involve a payment of a fraction of cents such fraction should be ignored.

3. That the Directors may be authorised to offer at par to every person registered as a shareholder on such date as the Directors may decide one new share of the Company for every completed three old shares held by him on which all calls have been paid such new share being (subject to the above condition as to fractions) equal in nominal amount to the bonus payable to him for every completed three old shares held by him under the last preceding clause and that the nominal amount of such new share be paid to the Company on or before such date as the Directors shall appoint, such new share to participate in the first dividend declared after the issue thereof pari passu with the existing shares.
4. That the offer of the new shares as referred to in resolution (3) must be accepted on or before such date as the Directors shall appoint.
5. That no shareholder shall be entitled to an offer of any fraction of a new share in respect of an odd share held by him.
6. That the Directors be authorised to dispose of any new shares offered to a shareholder and declined or not accepted within such time, as the Directors may appoint and of any surplus new shares to such persons upon such terms and conditions and at such times as the Directors think fit.

By Order,

W. S. BROWN,

Acting Secretary.

Hongkong, 1st July, 1913. [435]

RUDOLF WOLFF & KEW.

METAL MERCHANTS.

1st Floor 14, Des Vœux Road,

Central.

July 1, 1913.

"Big Ben."

A party of students and members from the British Horological Institute mounted the 320 odd steps to "Big Ben" and listened to a discourse on the famous clock by Mr. Thomas D. Wright, a vice-president of the institute. Mr. Wright mentioned that the clock was regulated twice a day from Greenwich, and that it very seldom varied more than two seconds in twenty-four hours. It was the first stroke which actually indicated the hour.

Singapore Mortality Returns.

The mortality returns for Singapore issued by the Registrar of Births and Deaths show that, during the week ending June 14, there were 232 deaths (178 males, 78 females) giving a ratio per mille of population of 40.82. Malarial fever accounted for 43 deaths, phthisis 25, beri-beri 21, bronchitis 13, dysentery 6, pneumonia 15. Thirty children under three months of age died. The nationalities were represented as follows:—Eurasians 4, Chinese 124, Malays 51, Indians 10,

Notice

DAIRY FARM NEWS.

Something Good.

HAVE YOU TRIED OUR

Farmer's Sugar Cured Bacon?

IT IS PRONOUNCED BY ALL WHO HAVE TRIED TO BE ABSOLUTELY THE BEST IN THE COLONY

Prove It For Yourself.

WE HAVE TRIED IT AND CAN RECOMMEND IT. SLICED BY A PATENT SLICING MACHINE IN RASHERS OF ANY THICKNESS, EXACTLY AS WANTED.

Today's Advertisements.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS. EASTWARD.

S.S. "JELUNGA," 5,206 tons, Capt. J. R. O. Sullivan, will be despatched for SHANGHAI, KOBE & MOJI on 1st July at 3 p.m. S.S. "ARRATON APCAR," 4,450 tons, Capt. W. Walker will be despatched to KOBE & MOJI (YOKOHAMA if sufficient inducement offered) on 6th July.

WESTWARD.

S.S. "DILWARA," 5,328 tons, Capt. G. N. Ramage, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA on 2nd July, at 3 p.m. The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to, **DAVID SASSOON & CO., LTD.** Hongkong, July 1st, 1913. Agents

FATHER VAUGHAN ON MODERN DANCING.

"There is not much need of my expressing any view about those dances which have of recent date been imported from the Zoological Gardens into the London drawing-room," said Father Bernard Vaughan at the Catholic Women's League. "Their very animal names imply their animal nature. Not even the negro and negress think of breaking into such performances except when they are drunk."

ACADEMY OUTRAGE.

Why the Queen moved the King's Picture.

What is believed to have been an attempt to set fire to the Royal Academy was discovered on the night of May 21.

Just after the exhibition closed at 7 o'clock one of the officials had occasion to go into one of the small rooms on the ground floor, and there he discovered a cardboard box filled with cotton-wool, tow, and rags, saturated with methylated spirit. A number of wax tapers were tightly bound round the box with string, and at the time the discovery was made some of them were full alight.

The official was able to extinguish the burning matter, but had the discovery not been made the consequences would have been serious, as the box had been placed in a position of danger to the surrounding walls.

An Adventurous Crab.

A marked crab that had been caught off Cattelline, on the Kin cardinehire coast, was sent to the Fisheries Officer at Aberdeen for examination, and it has now been ascertained that the crab was liberated at Beadnell, Northumberland, on October 9, 1912. Cattelline is 120 miles from Beadnell.

Manchester Blaze.

The most disastrous fire which has occurred in Manchester for the last two years broke out on the morning of June 4th, in an old building situated in a congested part of the city at the back of Lower Mosley street. Eleven firms were housed in the building, including those which used rooms for stock purposes. It is estimated that at least £40,000 worth of goods were destroyed.

Today's Advertisement

THE CHINESE ENGINEERING & MINING COMPANY, LIMITED. 6% FIRST MORTGAGE DEBENTURES.

(KAILAN BONDS).

PAYMENT of the HALF-YEARLY INTEREST due on 1st July 1913 will be made on presentation of COUPON No. 2 at any of the undermentioned Banks, viz—

Hongkong and Shanghai Banking Corporation, Chartered Bank of India, Australia & China, Russo-Asiatic Bank, Yokohama Specie Bank, Ltd., Deutsche Asiatische Bank and Banque "Belge Pour l'Etranger"

The Interest, less Income Tax at 1s. 2d. in the £, will be:

On £20 Bonds. 12s.0d.

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Less Tax @ 1/2d. in the £ 19s.6d.

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On £500 Bonds. 150s.0d.

Per Coupon (Gross) 150s.0d.

Less Tax @ 1/2d. in the £ 95s.6d.

Nett amount payable £14 2s.6d.

Payment will be made in Taels at the Demand Buying rate of exchange of the day the Coupon is presented.

By Order, THE KAILAN MINING ADMINISTRATION.

W. S. NATHAN, General Manager.

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

MR. C. H. W. KEW having resigned, his connection with this Company ceases from this date.

W. S. BROWN, Acting Secretary.

Hongkong, June 30th, 1913.

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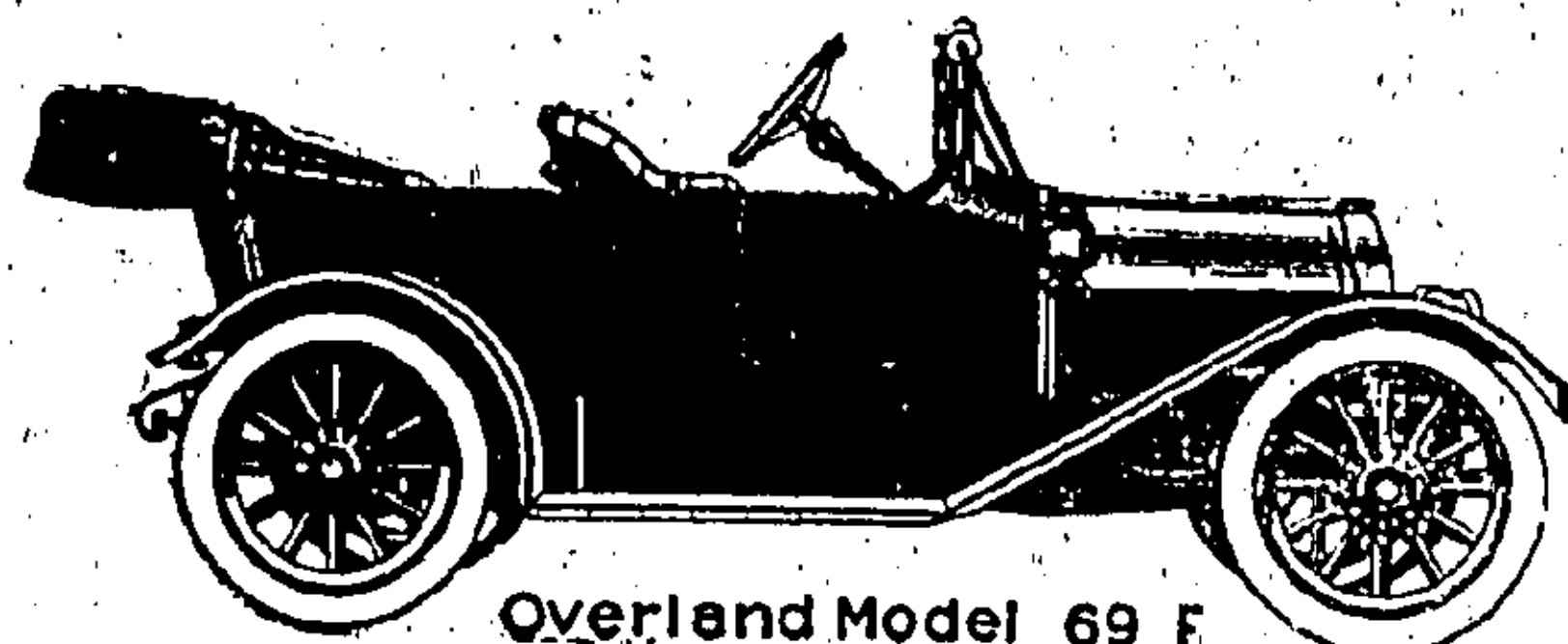
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AND

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D. & J. McCALLUM'S

"PERFECTION" SCOTCH

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High Class

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E. of India Wednesday, July 30	Allan Line Friday, August 29

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Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
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Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

Ship	Day	Ship	Day
S.S. PREUSSEN	6th July	S.S. SENEGAMBIA	26th Aug.
S.S. SILESIA	20th July	S.S. UCKERMARK	28th Aug.
S.S. BRISAVIA	24th July	S.S. LIBERIA	11th Sept.
S.S. BELGRAVIA	30th July	S.S. ARABIA	7th Sept.
S.S. SCANDIA	14th Aug.		

HOMEWARD.

Ship	Day	Ship	Day
For Marseilles, Havre, Bremen & Hamburg		S.S. PREUSSEN	8th August
For Marseilles, Havre, Bremen & Hamburg		S.S. BRISAVIA	18th Aug.
For Dunkirk & Hamburg		S.S. SILESIA	26th Aug.
S.S. BIRKENFELS	7th July	For Marseilles, Havre, Bremen & Hamburg	
For Marseilles, Havre, Bremen & Hamburg		S.S. UCKERMARK	28th Aug.
S.S. ALTMARK	14th July	For Marseilles, Havre, Bremen & Hamburg	
For Marseilles, Havre, Bremen & Hamburg		S.S. BELGRAVIA	5th Sept.
S.S. GOLTENFELS	20th July	For Marseilles, Havre, Bremen & Hamburg	
For Marseilles, Havre, Bremen & Hamburg		S.S. O. J. D. AILERS	8th Sept.
S.S. BRISAVIA	24th July		

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.
TUESDAY, 1st JULY.
10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."
WEDNESDAY, 2nd JULY.
8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM."
10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.
A Telephone service has been recently installed on the Canton. Company's Steamers—Day Steamers Call No. 776. Night Steamers. Call No. 775.

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S.S. "SUI TAI." Tons 1651. S.S. "SUI AN." Tons 1651.
HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 5 p.m.
EXCURSION TO MACAO
SUNDAY, 6th July.

The Company's Steamship,
"SUI AN,"
will depart from the Company's Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
This steamer connects with the Excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company

CANTON-MACAO LINE.
S.S. HOI-SANG, 457 Tons.
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.
Departures from Canton to Macao on Tues., Thurs. & Satur., at 4.30 p.m.

Joint Service of
Hongkong, Canton and Macao Steamboat Co., Ltd., The China Navigation Co., Ltd., and The Indo-China Steam Navigation Co., Ltd.

CANTON-WUCHOW LINE.
S.S. "SAINAM" 588 Tons, and "NANNING" 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

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Further particulars may be obtained at the office of the

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SUBJECT TO ALTERATION

Destination	Steamers	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Penang, Colombo, Suez, and Port Said	MISHIMA MARU Capt. F. J. Sommer T. 16,000 KAGA MARU Capt. Tabusa T. 12,500	WED'DAY, 2nd July at daylight. WED'DAY, 16th July at daylight.

Destination	Steamers	Sailing Date
VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokkaichi, Shimizu and Yokohama	SSADO MARU Capt. A. Sakawa, T. 12,500 YOKOHAMA MARU Capt. Wada T. 12,500	TUESDAY, 1st July, at 4 p.m. TUESDAY, 15th July, at 4 p.m.

Destination	Steamers	Sailing Date
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	KUMANO MARU Capt. Winckler T. 9,500 INABA MARU Capt. S. Tomimaga T. 12,500	WEDNESDAY, 2nd July, at noon. WED'DAY 30th July at noon.

Destination	Steamers	Sailing Date
CALCUTTA via Spore, Penang & Rangoon	HAKATA MARU Capt. Nomura T. 12,500	SATURDAY, 12th July.

Destination	Steamers	Sailing Date
BOMBAY via Singapore and Colombo	RANGOON MARU Capt. Kamoshita T. 12,500	MONDAY, 7th July.

Destination	Steamers	Sailing Date
KOBE & YOKOHAMA	HITACHI MARU Capt. Yamawaki T. 13,000	WEDNESDAY, 2nd July at 5 p.m.

Destination	Steamers	Sailing Date
SHANGHAI, KOBE & YOKOHAMA	KANAGAWA MARU Capt. Machida T. 12,500	MONDAY, 7th July.

Destination	Steamers	Sailing Date
N'SAKI, KOBE & INABA MARU	INABA MARU Capt. Tominga T. 12,500	TUESDAY 1st July at 5 p.m.

Destination	Steamers	Sailing Date
SHANGHAI, MOJI, KOBE & YOKOHAMA	PENANG MARU Capt. Noma T. 12,000	WEDNESDAY, 2nd July.

Reduced Summer Rates between Hongkong and Japan Ports.
Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	\$135	\$122	\$108	\$95
1st class	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling ports in Japan.
For further information apply to
Telephone No. 292.

T. KURI MOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail.
N'FO, T'AU & N'CHWANG	"TIENTSIN"	1st July, at 4 p.m.

For	Steamers	To Sail.
MANILA, CEBU & ILOILO	"CHINHUA"	1st July, at 4 p.m.

For	Steamers	To Sail.
HOIHOW & HAIPHONG	"KAIFONG"	2nd July at 10 a.m.

For	Steamers	To Sail.
SHANGHAI	"LUCHOW"	3rd July, at 4 p.m.

For	Steamers	To Sail.
SHANGHAI	"LINAN"	5th July, at midnight.

For	Steamers	To Sail.
SHANGHAI	"ANHUI"	10th June, at 4 p.m.

For	Steamers	To Sail.
WEIHAIRWEI & T'ISIN	"HUICHOW"	15th July, at noon.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmania Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
"S.S. LINTON" and "S.S. SANUI."

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming" and "Teon." Excellent saloon accommodation amidstships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teon."

SHANGHAI LINE.—The Twin Screw steamers "Anhui," "Chenau," "Linan" and the S.S. "Luchow," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

Reduced Fares:—Single \$45. Return \$75.
For Freight or Passages apply to
BUTTERFIELD & SWIRE, Agents
Telephone No. 36
Hongkong 1st July, 1913.

COMPAGNIE MARITIME INDO-CHINOISE
For Haiphong Direct.
S.S. "SIKIANG."
CAPT. PANNIER,
Will very likely leave for Haiphong
on FRIDAY, 4th JULY.
For Freight and passage apply to M. SAINT CLAIR
de BUSSIERE Agent
MESSAGERIES MARITIMES CIE.

Shipping



HONGKONG—PHILIPPINES.

PHILIPPINES STEAMSHIP CO

Steamship	T.	Captains.	For	Sailing date.
RUBI	4000	J. Miller	{ Manila Mangarin, Iloilo and Cebu.	SATURDAY, 5th July, 4 p.m.

For Freight or Passage apply to
SHEWAN TOMES & CO
GENERAL MANAGERS
Hongkong, 17th June 1913.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjilatjap	JAVA	2nd half June	JAPAN	2nd half June
Tjibodas	JAVA	1st half July	SHANGHAI	1st half July
Tjitarom	JAPAN	1st half July	JAVA	1st half July
Tjimahli	JAVA	1st half July	JAVA	1st half July
Tjilwong	SHANGHAI	2nd half June	JAVA	2nd half June
Tjilmanek	JAVA	2nd half July	JAPAN	2nd half July
Tjikini	JAVA	2nd half July	SHANGHAI	2nd half July
Tjipanas	JAVA	2nd half July	SHANGHAI	2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN,
York Building.

Telephone No. 375

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of Sailing
S.S. "Shinyo Maru"	22,000	W. C. T. Filmer	July 12, at noon.

Steamer	Tons	Captain	Date of Sailing
S.S. "Chiyo Maru"	22,000	W. W. Greene	Aug. 7, "

Steamer	Tons	Captain	Date of Sailing
S.S. "Nippon Maru"	11,000	A. G. Stevens	Aug. 26, "

Steamer	Tons	Captain	Date of Sailing
S.S. "Tenyo Maru"	22,000	E. Bent	Sept. 1, "

Steamer	Tons	Captain	Date of Sailing
S.S. "Hokkaido Maru"	11,000	T. Sagara	Sept. 19, "

The S.S. Shinyo Maru will be despatched for San Francisco via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Saturday the 12th June at noon.

These steamers are equipped with Turbine Engines and Triple Screw.

All steamers carry Japanese Government wireless telegraph and post office.

SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports Proposed Sailings From Hongkong (Subject to Alteration).

Steamers	Tons	Date of Sailing
Kiyo Maru	17,200	Tuesday, August 5, at Noon.

Steamers	Tons	Date of Sailing
Buyo Maru	10,500	Saturday, October 4, at Noon

Steamers	Tons	Date of Sailing
Anyo Maru	18,500	Wednesday Dec. 3, Noon

For further particulars apply to
S. MORIMOTO, Agent,
KING'S BUILDING, Opposite Blake Pier.

"THE BIG 4" OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
17,000 tons, twin screws.	27,000 tons, twin screws.	18,000 tons, twin screws.	18,000 tons, twin screws.

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Island Sea), Yokohama and Honolulu (via Pacific of the Pacific). Through Service via New York to Europe.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Blige Keels.

THE COST in connection with this route is very small, and by any other route. For a return ticket to London the cost is but 50s. including both sea and land fares. To San Francisco via Japan and Honolulu the cost is 40s. For the INTERMEDIATE SERVICE West Coast of America, passengers are provided for 40s to London (return ticket) and to San Francisco (one-way ticket). SPECIAL RATES for Army, Navy, Consular or Civil Service.

Steamers	Tons	Starting	July 4, at 1 p.m.
Korea	18,000		July 13, at 1 p.m.

Steamers	Tons	Starting	July 13, at 1 p.m.
Siberia	18,000		July 19, at 3 p.m.

Steamers	Tons	Starting	July 19, at 3 p.m.
China	10,200		July 29, at 3 p.m.

Passenger holding tickets have the privilege of travelling by sea between Kobe and Yokohama, free of charge.

HONGKONG-MANILA SERVICE.
From HONGKONG. Arrive Manila. Leave Hongkong. Due Manila. Hongkong.
July 1 PERSIA July 3 July 19 CHINA July 21
July 4 KOREA July 6 July 25 MANCHURIA July 27
July 29 CHINA July 31 Aug. 6 NILE Aug. 8
LET US PLAN AN ITINERARY FOR YOU.
King's Building (Opp. Blake Pier). O. H. RITTER, Telephone No. 142
Hongkong, 1st July, 1913.
Pacific-Pacific International Expedition San Francisco-1913.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.
Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Outfitted.
FOR SWATOW, AMOI AND FOOSHOW RETURN.
(Occupying 9 to 10 days.)
Steamships. Captain Leaving.
HAIYANO ... A. E. Hodgins ... TUESDAY, 1st July, at 11 a.m.
HAIYANO ... W. C. Passmore ... FRIDAY, 4th July, at 11 a.m.
HAIYANO ... J. S. Roach ... TUESDAY, 8th July, at 11 a.m.
FOR SWATOW.
HAIYANO ... J. W. Evans ... WED., 2nd July at 11 a.m.
HAIYANO ... J. W. Evans ... SUNDAY, 6th July, at 10 a.m.
Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.
For Freight and Passage, apply to
Douglas, Laprak & Co.,
General Managers.

LOG BOOK.

Chinese Coast Gazette.

Mr R. Peden, second engineer, Kwangse, has gone second engineer, Chanan.

Mr A. C. Tidbury, second engineer, Changchow, has gone second engineer, Kwangse.

Mr A. Campbell, third engineer, Changchow, has gone acting second engineer, same ship.

Mr S. A. Phillips, chief officer, from reserve, is on leave.

Mr H. W. Ross, supernumerary, Hain Peking, has gone second officer, Wuhu.

Mr F. G. Wedlock, second officer, Wuhu, has gone supernumerary, Hain Peking.

Mr A. D. Hopkirk, supernumerary, Hain Peking, has gone second officer, Kashing.

Mr A. A. Campbell, second officer, Kashing, has gone second officer, Kinling.

Mr J. Anderson, supernumerary, Dredger, has gone third engineer, Chanan.

Mr F. H. Bosch, transferred from Hongkong, has resigned.

Mr J. T. Watt has been appointed third engineer, Wuchow.

Mr G. R. Banks, fourth engineer, Luanyi, has resigned.

Mr S. Gibson, second officer, Kwanglee, has resigned.

Mr J. O. Perren, from leave, has gone second officer, Kwanglee.

Mr D. Ellis, second engineer, Wosang, has gone acting chief engineer, Chanan.

Mr A. Speirs, chief engineer, Chanan, is awaiting orders.

Mr H. Cunningham, third engineer, Koonshing, has gone acting second engineer, Wosang.

Mr N. Sinclair, supernumerary, Koonshing, has gone third engineer, same ship. "Shipping and Engineering."

Officers' Pay.

The Imperial Merchant Service Guild has been informed that improved rates of pay and conditions of service have been instituted for chief and second officers serving in the General Steam Navigation Co., Ltd., London, which owns a fleet of 51 steamers.

In the Mediterranean trade all chief officers holding masters' certificates will receive £13 per month, and second officers £9 10s. per month, irrespective of length of service. In the Weekly steamers, when vessels are not "found," all officers will receive 1/- per day subsistence allowance when the crew are on articles.

In the Mediterranean, Oporto, Bordeaux, Ostend, Hamburg, Scotch and summer services, the officers will be provided by the Company with food during the time the ships are in commission. In the case of captains, chief officers and chief engineers, ten days' leave on full pay will be granted annually, and in the case of second officers and second engineers, seven days' leave on full pay.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).
 For Steamship (On)
 SHANGHAI HANGSANG Thurs, 3rd July, at daylight.
 SANDAKAN MAUSANG Satur, 5th July, at daylight.
 MANILA LOONGSANG Saturday, 5th July, at 2 p.m.
 THAMA, Kobo & Moji FOOSHING Fri, 5th July, at noon.
 SPOR, Penang & Cotta. FOOKSANG Tues, 8th July, at 2 p.m.
 MANILA YUENSANG Sat, 12th July, at 2 p.m.
 RETURN TOURS TO JAPAN (Occupying 24 days).
 The steamers "Kutsang," "Namsang," and "Fooksang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.
 The steamers "Choyang," "Kwongsang," and "Hangsang" will call at Swatow on their way down from Shanghai.
 These vessels have all modern improvements, and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 * Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dainy, Weihaiwei, Tsingtau.
 For Freight or Passage, Apply to **JARDINE, MATH. S'N & CO., LD.**
 Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.
 Subject to change without Notice.

"Shire" Line Service.—Homeward.

For Steamers. Date of Sailing.
 LONDON AND ANTWERP FLINTSHIRE About 15th July.
 LONDON, HULL/LEITH & ROTTERDAM MONMOUTHSHIRE About 3rd August.
 New Trans-Pacific "Shire" & "Glen" Joint Service.
 VANCOUVER, SEATTLE, DEN OF RUTHVEN 27th July.
 TACOMA & FLAND
 Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.
 For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.
 AGENTS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
 YOKOHAMA, KOBE, HONGKONG AND RANGOON.
 WESTWARD.

The S.S. "ITOLA" 5257 tons gross, Capt. W. W. Tucker, will be despatched for SINGAPORE, PENANG & RANGOON on the 9th July at daylight taking cargo and passengers at current rates.
 EASTWARD.
 The S.S. "VADALA" 3334 tons gross, Capt. C. G. Cocklin, will be despatched for YOKOHAMA, KOBE & MOJI on the 7th July at noon, taking cargo at current rates.
 For Freight and Passage, apply to
JARDINE, MATHESON & CO., LTD.
 AGENTS.
 Telephone No. 215.
 Hongkong, 1st July, 1913.

THE TAIKOO DOCKYARD & ENGINEERING CO. OF HONGKONG, Ltd. TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS, FORGEWRIGHTS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL & MECHANICAL ENGINEERS.
 WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"
 Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-HEAD CRANES throughout the Shops, ranging up to 100 Tons.
 50-Ton Hydraulic TESTING MACHINE for Chains, Wire, Ropes, Rivets, etc.

AGENTS for—
JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H. P.
 As supplied to the British Admiralty & War Office.



O.S. type Motor and Reverse Gear.
 B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN-BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.
 MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager, Mr. J. REID, can be seen between the hours of 11 a.m. and 12 noon at the Town Office.
BUTTERFIELD & SWIRE,
 HONGKONG, CHINA & JAPAN, AGENTS.
 Telegraphic Address: "TAIKOODOCK."
 TELEPHONE No. 122.

VESSELS TAKING CARGO.

European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Flintshire	J. M. & Co.	15 July
do do	Monmouthshire	J. M. & Co.	3 August
London via Usual Ports of Call	Devanha	P. & O. Co.	5 July
London & Antwerp via Singapore, &c.	Sunda	P. & O. Co.	9 July about
Havre, London & Antwerp	Glenstrae	S. T. & Co.	18 July about
Marseilles &c.	Atlantique	M. M. Co.	15 July
do do	Ernest Simons	M. M. Co.	29 July
Marseilles, Havre and Hamburg	Furst Bulow	H. A. L.	2 July
Dunkirk and Hamburg &c.	Birkenfels	H. A. L.	7 July
Genoa, N'les, L'horn, D'bay & Port Sai via S'pore	Ischia	O. & Co.	4 July
Rotterdam, Hamburg & Antwerp	Brasilia	H. A. L.	3 July
Vareilles, Rotterdam and Hamburg	Altmark	H. A. L.	14 July
Marseilles, London & Antwerp via S'pore, &c.	Mishima Maru	N. Y. K.	2 July
Havre & Hamburg	Goldenfels	H. A. L.	18 July
Trieste, Fiume, Venice via Singapore, &c.	Gisela	S. W. & Co.	1 July, about
Trieste via Singapore, Penang, Colombo, &c.	Koerber	S. W. & Co.	15 July
Naples, Genoa, Algiers, Gibraltar, S'ton	Derflinger	M. & Co.	9 July

New York, San Francisco and Canada.

Boston & New York via Ports & Suez Canal	Indrasamha	S. T. & Co.	14 July
Mexican, Peruvian and Chili Ports via Japan	Kiyo Maru	T. K. K.	5 August
New York	Wray Castle	D. & Co. Ltd.	3 July about
San Francisco via Japan	Nile	P. M. Co.	3 July
San, Francisco via Shanghai and Japan, &c.	Persia	P. M. Co.	1 July
San, Francisco via Keelung & Japan &c.	Korea	P. M. Co.	4 July
do do do	Shinyo Maru	T. K. K.	12 July
Victoria, B.C., & Tacoma via Keelung, &c.	Seattle Maru	O. S. K.	10 July
Victoria, B.C., & Seattle via Keelung, &c.	Sada Maru	N. Y. K.	1 July
Portland, Tacoma and Seattle	Vestalia	J. M. & Co.	2 July about
Vancouver via Shanghai and Japan, &c.	Empress of Japan	C. P. B. Co.	2 July
do do do	E. of Russia	C. P. B. Co.	16 July
Vancouver, Portland, &c.	Den of Ruthven	J. M. & Co.	27 July

Australia.

Australian Ports via Manila	Eastern	G. L. & Co.	19 July
do do	Kumano Maru	N. Y. K.	2 July
do do	Coblenz	M. & Co.	12 July
do do	Inaba Maru	N. Y. K.	30 July

Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. O. J. L.	Quick despatch
do do do	Tjimahi	J. O. J. L.	Quick despatch
do do do	Tjilong	J. O. J. L.	Quick despatch
do do do	Tjimanoeck	J. O. J. L.	Quick despatch
do do do	Amazone	M. M. Co.	13 July
do do do	Australien	M. M. Co.	27 July
do do do	P. Sigismund	M. & Co.	22 July, about
Kobe	Hitaichi Maru	N. Y. K.	2 July
Kobe & Yokohama	Vadala	J. M. & Co.	7 July
do do do	Laisang	J. M. & Co.	20 July
Kobe and Moji	Kanagawa Maru	N. Y. K.	7 July
Shanghai, Kobe & Yokohama	Pruessen	H. A. L.	5 July
do do do	Inaba Maru	N. Y. K.	2 July
Nagasaki, Kobe & Yokohama	Fooshing	J. M. & Co.	10 July
Yokohama, Kobe and Moji	Luzon Maru	O. S. K.	18 July
Moji, Kobe and Yokohama	Loongsang	J. M. & Co.	5 July
Manila	Yuensang	J. M. & Co.	12 July
do do do	Rubi	S. T. & Co.	5 July
Manila, Mangarin, Iloilo and Cebu	Zafiro	S. T. & Co.	16 July
do do do	Huichow	B. & S.	15 July
Weihaiwei and Tientsin	Haimun	D. L. & Co.	2 July
Swatow	Itola	J. M. & Co.	9 July
Singapore, Penang, and Rangoon	Dilwara	D. S. & Co.	3 July
Singapore, Penang, & Cileutta	Fooksang	J. M. & Co.	8 July
do do do	Keifong	B. & S.	2 July
Hoihow & Haiphong	Silesta	H. A. L.	20 July
Shanghai and Japan	Belgravia	H. A. L.	30 July
do do do	Kaijo Maru	O. S. K.	2 July
Foohow via Swatow and Amoy	Haiching	D. L. & Co.	4 July
Swatow, Amoy & Foohow	Haitan	D. L. & Co.	8 July
do do do	Penang Maru	N. Y. K.	2 July
Shanghai, Kobe, Moji and Yokohama	Namur	P. & O.	12 July, about
Shanghai, Moji, Kobe & Yokohama	Daijin Maru	O. S. K.	6 July
Tamsui via Swatow and Amoy	Yorok	M. & Co.	9 July, about
Shanghai, Nagasaki, Kobe and Yokohama	Tjilatjap	J. O. J. L.	Quick despatch
Shanghai, Tsingtau, Kobe and Yokohama	Tjibodas	J. O. J. L.	Quick despatch
Shanghai	Tjikini	J. O. J. L.	Quick despatch
do do do	Koerber	S. W. & Co.	1 July
do do do	Luchow	B. & S.	3 July
do do do	Obina	P. & O. Co.	3 July about
do do do	Hangsang	J. M. & Co.	3 July
do do do	Litan	B. & S.	5 July
do do do	Anhui	B. & S.	10 July
Kudat and Sandakan	B'neco	M. & Co.	End of June

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessels.
Macao	Sui Tai.
Hoihow	Kalfong.
Swatow	Haimun.
Samarang	Ohidar.
Australia	Kumano Maru.
Vancouver	E of Japan.
Foohow	Kaijo Maru.
Shanghai	Hangsang.

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From.	Vessels.
Singapore	Ohina (P. & O.)
Shanghai	Linan.
Singapore	Penang Maru
Singapore	Vestalia.
Manila	Seattle Maru.

AMERICAN MAIL.

The P. M. s.s. Siberia carrying the United States Mail, left Yokohama on Monday, June 30th between 2 and 4 p.m. for Hongkong, via Kobe, Nagasaki and Shanghai.

The T. K. K. s.s. Shinyo Maru left San Francisco for Hongkong on the 7th ult., and is due in Hongkong the 8th July.

The P. M. s.s. Korea will be despatched from this port at 1 o'clock, July 4, for San Francisco via Manila, Nagasaki, Kobe, Shimizu and Honolulu.

The P. M. s.s. Persia will be despatched from this port at 1 o'clock noon, July 1, for San Francisco, via Manila, Nagasaki, Kobe, Yokohama and Honolulu.

CANADIAN MAIL.

The C. P. R. s.s. Montague left Kobe on the 29th ult., at 5.30 a.m. and was due to arrive Shin-dzu on the 30th ult.

The C. P. R. s.s. Empress of India arrived at Vancouver on the 27th June.

GERMAN MAIL.

The I. G. M. s.s. Yorck carrying the German Mails with dates from Berlin of the 11th of June left Colombo on the 28th of June and may be expected here on or about the 9th of July.

ENGLISH MAIL.

The P. & O. China left Singapore for this Port on the 28th ult., at a.m. with the outward English Mails, and is due here on the 2nd July at about 2 p.m.

MERCHANT STEAMERS.

The German s.s. Rajah left Sandakan on the 26th June, and may be expected here on or about the 1st July.

The T. K. K. s.s. Kiyo Maru Manzanillo is due in Hongkong on the 20th July.

The s.s. Glenroy passed the Suez Canal on 8th ult., for Hongkong via Straits.

The American and Manchurian Line s.s. Kansas passed the Suez Canal on the 17th ult., for Hongkong direct.

The N. Y. K. s.s. Yokohama Maru (American Line) left Kobe for this port via ports on the 27th June, and is expected here on the 6th July.

The N. Y. K. s.s. Hitaichi Maru (European Line) left Singapore for this port on the 26th June, and is expected here on the 2nd July.

The N. Y. K. s.s. Sanuki Maru (American Line) left Seattle for this port via ports on the 17th June, and is expected here on the 20th July.

The N. Y. K. s.s. Kanagawa Maru (Calcutta Line) left Calcutta for this port via ports on the 17th June, and is expected here on the 6th July.

The I. O. S. N. s.s. Namsang from Calcutta is due at Hongkong on the 10th July.

The N. Y. K. s.s. Penang Maru (Bombay Line) left Singapore for this port on the 27th June, and is expected here on the 2nd July.

The Benline s.s. Bendoran from Leth. Middlesbrough and London left Singapore on 27th ult., for this port and may be expected to arrive here on or about the 3rd July.

The O. S. K. s.s. Seattle Maru left Manila on Sunday afternoon for this port and will get here on Wednesday morning, the 2nd July, viz, one day earlier than the schedule.

The P. & O. s.s. Nile arrived at London on the 28th June, at morning.

The Apcon s.s. Arratoon Apcon, from Calcutta, left Singapore on the 27th June, and may be expected here on or about the 3rd July, a.m.

The Barber Line s.s. Satsuma, from New York, left Singapore on the 29th June, and is due here on or about the 5th July.

The P. & O. s.s. Nankin is expected to arrive Colombo on the 9th July, at noon.

The Hansa s.s. Birkenfels left Tientsin on the 30th ult., a.m. and may be expected here on or about the 6th inst., a.m.

The H. A. L. s.s. Furst Bulow left Shanghai on the 28th ult., at noon and may be expected here on or about the 3rd July, a.m.

The H. A. L. s.s. Proussen left Singapore on the 28th ult., p.m. and may be expected here on or about the 4th July, a.m.

The I. C. S. N. s.s. Fookshing from Singapore is due at Hongkong on the 3rd July.

The I. C. N. S. s.s. Fausang from Shimonoseki is due at Hongkong on the 2nd July.

The S. L. s.s. Vestalia from Singapore is due at Hongkong on the 2nd July.

The S. L. s.s. Flintshire from Portland is due at Hongkong on the 13th July.

The S. L. s.s. Den of Ruthven from London is due at Hongkong on the 22nd July.

The B. I. s.s. Valala from Rangoon is due at Hongkong on the 7th July.

VESSELS IN PORT.

Steamers.

Baron Erskine, Br. s.s., 3,575, J. Tarker, 29th June—New York and Sabang 6th June, Case oil—S. O. Co.	C. Diederichsen, Ger. s.s., 776, E. Pathren, 28th June—Hoihow 27th June, Gen.—J. & Co.	Childar, Nor. s.s., 1,102, Gosth, 23rd June—Samarang, Sugar—T. & Co.	Chihli, Br. s.s., 1,185, McGarity, 28th June—Cebu 24th June, Ballast—B. & S.	Chinhuu, Br. s.s., 1,349, Finlayson, 27th June—Manila 24th June, Gen.—B. & S.	Choising, Ger. s.s., 1,080, Bruhn, 25th June—Bangkok 17th June, Rice—B. & S.	Derwent, Br. s.s., 1,562, Jenkins, 27th June—Saigon 33rd June, Rice—Chinese.	Dilwara, Br. s.s., 3,450, Ramago, 26th June—Moji 23rd June, Gen.—D. S. & Co.	Empress of Japan, Br. s.s., 3,039, W. D. Hopcraft, 26th June—Vancouver 4th June, Gen.—C. P. R. Co.	Helene, Ger. s.s., 771, Tyssen, 28th June—Swatow 27th June, Gen.—J. & Co.	Hue, Fr. s.s., 651, Cornillisen, 5th May—Mauchau, Ballast—A. R. Marly.	Ichang, Br. s.s., 1,328, Shane, 28th June—Chingwan-tao, Coal—B. & S.	Jelunga, Br. s.s., 3,361, Sullivan, 25th June—Calcutta, etc. 10th June, Gen.—D. S. & Co.	Kaifong, Br. s.s., 998, Sidford, 28th June—Haiphong & Hoihow 27th June, Gen.—B. & S.	Korea, Am. s.s., 5,351, Nelson, 25th June—San Francisco 29th May, Gen.—P. M. Co.	Lyeemoon, Ger. s.s., 1,925, Saoh, 22nd June—Saigon 18th June, Rice—H. A. L.	On Sang, Br. s.s., 1,474, Picknell, 25th June—Saigon 20th June, Rice—J. M. & Co.	Persia, Br. s.s., 2,744, J. Hill, 24th June—San Francisco 24th May, Gen.—P. M. Co.	Pitsanulok, Ger. s.s., 1,265, Reimers, 26th June—Bangkok 19th June, Rice—B. & S.	Sado Maru, Jap. s.s., 3,860, Asakawa, 23rd June—Seattle, Wash. U.S.A., 30th May, Gen.—N. Y. K.
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Russian Volunteer Fleet.

Next sailings from Hongkong—
 To VLADIVOSTOK via NAGASAKI The S.S. "YAROSLAV" 4494 R.T. Commander L. Alex. ABOUT 28th day of July 1913.
 To ODESSA via ports The S.S. "VORONEJ" 5616 R.T. Commander Bakanoff, ABOUT 24th day of July 1913.

The exact dates of sailing for both the vessels will be published after receipt of telegrams from the last ports of call.

For Freight, Passage and further particulars please apply to

Capt. D. A. LUKHMANOFF,

Agent.
 Hotel Mansions, 3rd Floor,
 Rooms Nos 12A & 14.
 Hongkong, 27th June, 1913.

Telephone No. 1224.

BOLINDERS CRUDE-

OIL MOTORS.

THE MOST SUCCESSFUL MOTOR.

"The Marine Motors are direct Reversible."

ULDERUP & SCHLUTER.

HONGKONG,

21, CONNAUGHT ROAD CENTRAL.

WHITEAWAY, LAIDLAW & CO., LTD.



CORSET COMFORT

DURING THE
HOT DAYS.
W.B. NUFORM

No. 1135

A comfortable model strongly recommended for hot season wear.

This popular shape is made from a strong and durable net.

Trimmed at top with lace, and has suspenders at front and sides.

SIZES 18 to 26 inches

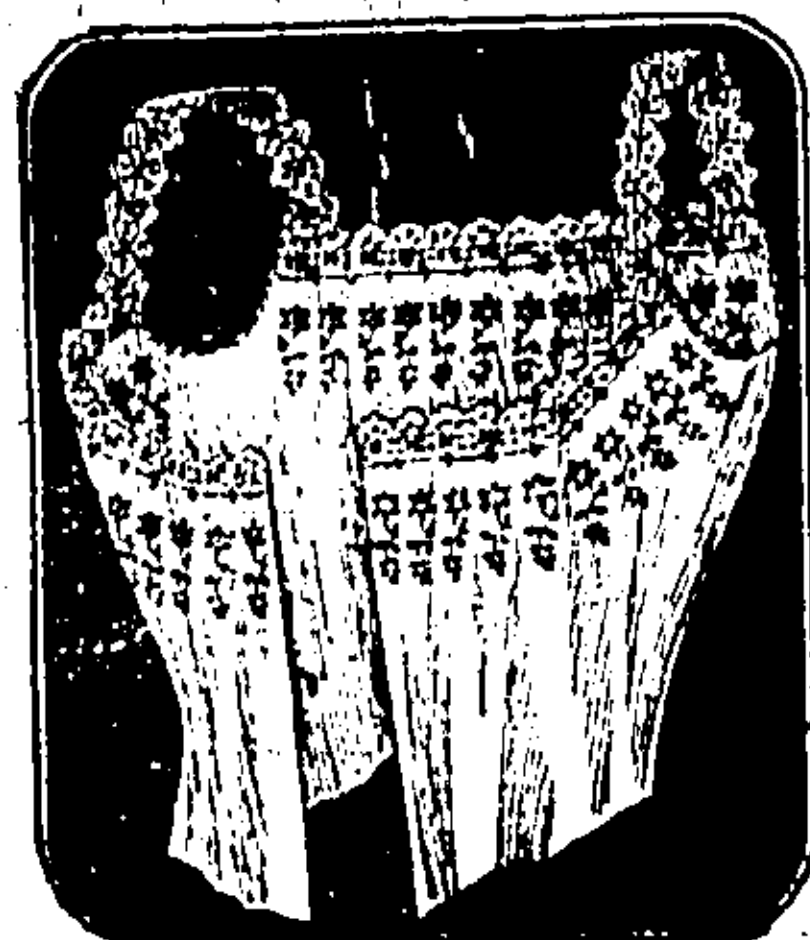
PRICE \$3.00

Embroidery Flouncings

WE HAVE JUST UNPACKED A VERY EXCEPTIONAL LOT OF WIDE FLOUNCINGS FOR SUMMER DRESSES.

\$1.50

WIDTH 45 INCHES. PRICE PER YD.



THESE TWO ILLUSTRATIONS REPRESENT A NOVELTY IN UNDERWEAR.

UNMADE CAMISOLES Embroidered and with Trimming To match as shown on the Right.

The Finished Garment Shown on the Left is Quickly Effected. Price \$1.50, \$2.00, \$2.75 Each.

20, DES VCEUX ROAD, HONGKONG

Consignees

"INDRA" LINE, LIMITED.
NOTICE TO CONSIGNEES.

From NEW YORK via
SUEZ CANAL.

THE Steamship

"INDRAGHRI."

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained. Goods not cleared by the 1st July at 5 p.m. will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns where they will be examined on 1st July at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

JARDINE, MATHESON & Co., Ltd.
Agents.

Hongkong, 26th June, 1913. [438]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG & SINGAPORE.

THE Steamship

"JELUNGA."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 2 p.m., on the 27th inst., will be landed at consignees' risk and expense.

Consignees of Cargo from Singapore & Penang are requested to take IMMEDIATE delivery of their goods from alongside, such cargo impeding the discharge of the vessel will be landed and stored at consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.
Agents.

Hongkong, 26th June, 1913. [497]

Consignees

NOTICE TO CONSIGNEES.
FROM KOBE AND MOJI.

THE Steamship

"DILWARA."

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DAVID SASSOON & CO., LTD.
Agents.

Hongkong, 26th June, 1913. [484]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"FRIEDRICH EITEL FRIEDRICH."

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 2nd of July, 1913, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2d of July, at 9.30 a.m.

All claims must reach us before the 9th of July, 1913, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 26th June 1913. [389]

Consignees

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

"S.S. PERBIA."

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA

The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining undelivered Wednesday the 26th inst., at 5 p.m. will be landed at consignees' risk and expense. Cargo remaining undelivered THURSDAY July 1st, 1913, at noon will, in addition to landing charges, be subject to storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown MONDAY 30th June, 1913 at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S. S. Co.

All claims must be filed on or before July 24th, 1913, otherwise they will not be recognized.

O. H. RITTER,

Acting Agent

Hongkong, 24th June, 1913. [430]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "KOREA."

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

The above mentioned vessel having arrived Consignees of cargo are hereby notified to send in their Bills of Lading for countersignature and take immediate delivery of cargo from alongside.

Cargo impeding discharge will be landed immediately at consignees' risk and expense.

Cargo remaining undelivered Friday the 27th inst., at noon will be landed at consignees' risk and expense.

Cargo remaining undelivered Wednesday July 2nd 1913, at noon, will, in addition to landing charges be subject to storage charges.

No fire insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown Tuesday July 1st, 1913, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S. S. Co.

All claims must be filed on or before July 20th 1913, otherwise they will not be recognized.

O. H. RITTER,

Acting Agent.

Hongkong, 25th June, 1913. [432]

To Sail

SOCIETA NAZIONALE DI SERVIZI MARITIMI

Direct Steam for GENOA, NAPLES, LEGHORN, BOMBAY AND PORT SAID vi. SINGAPORE. (Without transhipment.)

(Taking Cargo at through rates to all Mediterranean, Adriatic, Barcelona, Valencia, Alicante, Almeria and Malaga, Levantine and South American Ports to Call.)

THE Steamship

"ISCHIA"

Capt. Ballo, will be dispatched as above on FRIDAY, the 4th July, at Noon.

For further particulars regarding freight and passage, apply to CARLOWITZ & CO. Agents.

Hongkong, 27th June 1913. [398]

For NAGASAKI, TSINGTAU, and VLADIVOSTOK.

THE Steamship

"GUTHRIE"

Capt. Harris, will be dispatched as above on TUESDAY, 1st July at daylight.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO. Agents.

Hongkong, 27th June, 1913. [488]

FOR CALCUTTA, PENANG & SINGAPORE.

(Taking cargo on Through Bills of Lading to Madras and Mauritius).

THE Steamship

"DILWARA"

Capt. G.N. Ramago, R.N.R., will be dispatched for the above ports on Thursday, the 8th July, at 8 p.m.

For Freight or Passage apply to DAVID SASSOON & CO., LD., Agents.

Hongkong, 30th June 1913. [397]

Notices



THE HALL-MARK OF PERFECTION.



In each tin of "FELUCCA" Egyptian Cigarettes there is now being packed a very useful Leather Pocket Case.

FRESH STOCKS JUST ARRIVED

THE AGA LIGHT.

For Light-Houses, Buoys, Railway Lights, Automobile and Military Signal Lamps, Searchlights and Complete Installations for Houses and Sea Craft.

ARTHUR NILSSON & CO.,

YORK BUILDING

GENERAL AGENTS.

THE EASTERN BAZAAR.

(W. ASSOUMAL & CO.),

LATE OF 10 D'AGUILAR STREET, HAVE NOW REMOVED TO MORE COMMODIOUS PREMISES SITUATE AT No. 35, QUEEN'S ROAD, CENTRAL.

SILKS WE HAVE OPENED UP AN ELVENTH NEW LINE IN VARIOUS KINDS OF JEWELLERY.

BEAR BRAND MILK.

NATURAL SWISS MILK STERILISED.

This Milk once opened, keeps longer than ordinary Milk and can be used for any purpose for which ordinary Cows' Milk is generally used.

SOLE AGENTS.

F. BLACKHEAD & CO.,

ST. GEORGE'S BUILDING.

Tel. 66.

JUST ARRIVED.

Large Consignment Best Turkish Cigarettes,

M. C. C.

In Tins of 100, 50 and 20.

Cork Tipped, Gold Tipped and Plain.

TURCO-EGYPTIAN TOBACCO STORE.

To Sail

Regular Steamship Service

With Liberty to call at the

Malabar Coast.

Proposed Sailing From Hongkong FOR NEW YORK.

S.S. "WREY" on or about

5th July.

S.S. "CASTLE" on or about

23rd July.

For Freight and further information, apply to DODWELL & CO., LTD. Agents.

Hongkong, 25th June, 1913. [399]

AMERICAN ASIATIC S.S. CO.

Hongkong-Boston & New York.

(With liberty to call at the Malabar Coast)

S.S. "INDRASAM" on or about

14th July.

For Freight and further information, apply to SHEWAN, TOMES & Co., General Agents.

Hongkong, June, 28th 1913. [346]

Notice

FLIES

ODORS

GERMS

THIS IS THE WEATHER when you are troubled with flies and odors and when disease germs are active.



the Powerful Disinfectant

will rid you of the nuisances and protect you from the germs. CN is over five times as efficient as carbolic acid, yet absolutely safe.

Use CN in the kitchen, the cellar, the bathroom, the living room—everywhere about the house—wherever dirt or impurities gather.

"The Yellow Package with the Gable Top"

At Drug and Dept. Stores.

THE CHINA

COMMERCIAL

CO.

3, DUDDELL STREET.

Notices

SHOPPING MADE EASY.

THE STORE FOR EVERYONE

The Queen's Road Central Co.

AND GENERAL MERCHANTS.

UNIVERSAL PROVIDERS.

ONE OF OUR SPECIALTIES:

HIGH CLASS TAILORS & EXPERIENCED CUTTERS.

Perfect Fit Guaranteed.

THE ONE PRICE STORE.

HIGH STANDARD OF QUALITY.

CHEAPEST STORE IN THE EAST.

Queen's Road, Central: The Old Supreme Court, Tel. one 1450

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EDISON'S LATEST INVENTION.

MOTION PICTURES.

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THE EDISON KINETOPHONE AGENCY

P.O. BOX 225.

Cable Address: KINETOPHON.

NESTLE'S NUT MILK CHOCOLATE.

A Choice Sweetmeat.

Delicate Flavour.

Absolutely Pure

and Wholesome.

ON SALE AT ALL STORES.

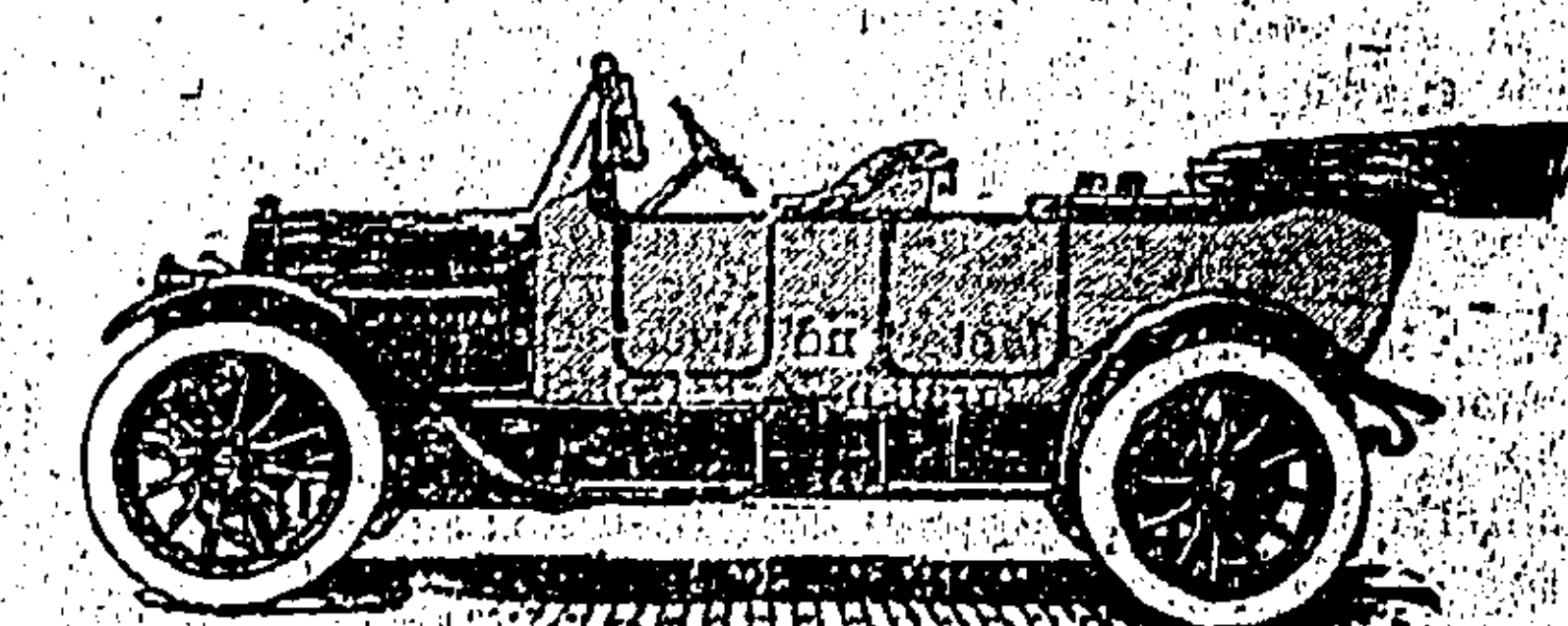
SOLIGNUM

Is the best preservative of wood from decay, dry rot and vermin. It is easily applied, has great covering power, and in addition to its preserving properties makes a most artistic stain for all woodwork, whether inside or out. SOLIGNUM IS DEATH TO THE WHITE ANT. MADE IN SEVERAL SHADES OF BROWN, GREEN & RED. The whole of the superstructure of the new Star Ferry Pier at Hongkong has been treated with "Solignum".

SOLE AGENTS

HONG KONG.

SIEMSEN & Co., (Machinery Dept.) Hongkong & Canton.



LAW & Studebaker's No. 3 Duddell St. SONS. Sole Agents.

COMMERCIAL.

Heawood Tin & Rubber
Estate, Limited.

The Special Resolution increasing the capital of the above Company by the creation of 180,000 additional shares was duly confirmed at the Extraordinary General Meeting of the Company held on Thursday, 22nd May, as already stated in the "Telegraph." The Directors have now decided to issue these 180,000 additional shares at a premium of 1/8 per share, and they will be offered in the first instance to the shareholders who were registered in the books of the Company at the close of business on 31st May, 1913, pro rata to their respective holdings. When the above 180,000 shares are issued, the nominal and issued Capital of the Company will stand at £100,000 in 1,000,000 shares of 2/- each. The amount due on the 180,000 shares was to be payable as to 1/4 per share on 1st July, 1913, being 9d. per share on account of Capital and 7d. per share on account of premium, and the balance of 2/2 as and when required, but no further calls will be made this year.

Japanese Coal Market.

We hear, says the "Manchuria Daily News," that, although the return of summer has ushered in a slack season in the coal market in Japan as elsewhere, the shortage in supply for filling the outstanding orders is put at about 400,000 tons. The mine owners in Kyushu have used good efforts to increase their outputs since last spring, but the cost and labour required for production have considerably risen in the course of the past eight years, according as the coal seam of deeper layers is to be tackled with. In consequence the market continues firm, and latest reports to hand say that large contracts with factories were concluded recently at prices higher by 70-80 sen per ton than the preceding quotations. The market being short-stocked the consumers are in for it and are forced to make the best of the stiff prices by cutting the term of contracts shorter than otherwise would have been. In such circumstances, the market yet gives few indications of weakening, which is an unusual thing in summer.

S. Manchuria Railway Co.'s
General Meeting.

At the twelfth general meeting of the S.M.R. Co.'s shareholders held at Tokyo on June 14, the general balance sheet on March 31st, 1913, and the profit and loss account for the fiscal year ended March 31st, 1913, together with the business reports for the same fiscal year, were adopted in their original forms. The proposed raising of 200,000 additional shares, amounting to ¥40,000,000, by allotting two shares to each share held by the shareholders on the Register, was also adopted at the general meeting. The first instalment of the new share capital is to be called up on September 1st, to the extent of one-fourth, that is, of altogether ¥4,000,000. This amount will make up the last remainder of the deficit in the Company's capital expenditure for the current fiscal year, which amounts to ¥14,100,000. The Company's contribution to the Tokyo Government for the fiscal year 1912 on its appraisal investment in the Company to the amount of ¥103,000,000 was also passed at ¥2,000,000 as proposed, which means an increase on the original amount by ¥500,000. The profit and loss account for the fiscal year 1912 materially tallies with what appeared in our issue of May 23rd, says the "Manchuria Daily News," leaving for net profit the sum of ¥4,920,045, being an increase on the preceding fiscal year by ¥1,258,518.

Shanghai Bullion.

June 26, 1913.
Mexican Dollars: market rate.
Opening ... Tls. 73.375
Closing ... Tls. 73.375
Dragon Dollars: native bank rate. Tls. 73.375
Shanghai Gold Bars:
978 touch ... Tls. 366.50
Bar Silver ... Tls. 111.15
Copper Cash ... per teal. 1.776
Sovereigns: buying rate, at 88 ... Tls. 7.41
at 87 ... Tls. 7.41
Peking Bar ... Tls. 365
Native Interest ...

Entertainments

VICTORIA THEATRE.

9.15 To-Night To-Night 9.15

DEBUT

OLGA MONTES

AND

KITTY RAYNOR

TWO STAR ARTISTES OF THE AUSTRALIAN STAGE

ALL NEW PICTURES

THE GREAT SPECTACULAR FILM

"THE MIRACLE"

IN A FEW DAYS

BIJOU SCENIC THEATRE.

Twice Weekly Twice Weekly

CHANGE OF PROGRAMME

SPLENDID NEW PICTURES

DON'T FAIL TO SEE

MISS CHINITA ZEREGA.

The World-renowned Classical Dancer who has performed before the Crowned Heads of Europe.
THIS EVENING AT 9.15 P.M.
NEW PICTURES NIGHTLY.

THEATRE ROYAL

HONGKONG C.
FOR 10 NIGHTS ONLY.
COMMENCING FRIDAY, July 4,
MAURICE E. BANDMANN
PRESENTS

The New Bandmann Opera Co.
FRIDAY, July 4,
"AUTUMN MANOEUVRES"
from the Adelphi Theatre, London.

SATURDAY, July 5,
"THE RUNAWAY GIRL"
from the Gaiety Theatre, London.

MONDAY, July 7,
"GIPSY LOVE"
from Daly's Theatre, London.

TUESDAY, July 8,
"THE GIRL IN THE TRAIN"
from the Vaudeville Theatre, London.

WEDNESDAY, July 9,
"THE PINK LADY"
from the Globe Theatre, London.

THURSDAY, July 10,
"THE COUNT OF LUXEMBOURG"
from Daly's Theatre, London.

FRIDAY, July 11,
"PRINCESS CAPRICE"
from the Shaftesbury Theatre, London.

SATURDAY, July 12,
Important Revival with New
Scenery, Costumes and Effects
"THE GEISHA"
from Daly's Theatre, London.

MONDAY, July 14,
"THE GIRL IN THE TAXI"
still the Biggest and Brightest
Success now playing to
capacity houses in London.

TUESDAY, July 15,
FAREWELL PERFORMANCE.
Particulars to be announced later.
Doors Open at 8.30.
Commence at 9 Sharp.
Plans now open at MOUTRIE'S.

Notices

GREEN ISLAND CEMENT
COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 16th August, 1901.

WING KEE & CO.

47-49, Connaught Rd.

SHIPCHANDLERS.

PROVISION & COAL

MERCHANTS

Hongkong, 29th May, 1912.

Banks

INTERNATIONAL BANKING
CORPORATION.

Head Office: 60, Wall Street, New York
London Office: 1, Abchurch Lane, E.C. 4.

BRANCHES:

Bombay
Calcutta
Canton
Cebu
Colon
Hankow
Harbin
Hongkong
Kobe
London
Lyons
Manila
Mexico
Peking
San Francisco
Shanghai
Yokohama

Capital and Reserve: \$10,000,000 (Gold)

RESERVE FUNDS: \$15,000,000

STERLING: \$15,000,000 at 2/-

Silver: \$17,200,000

EVERY DESCRIPTION OF BANKING BUSINESS

NEFT transacted at 1/1000

CURRENT ACCOUNTS opened on the usual terms

DEPOSITS RECEIVED, fixed for one year at 4% per annum, or for shorter periods, at rates, which may be agreed upon on application.

ALLS NEGOTIATED AND COLLECTED.

MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the world.

THE BANKS CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS CHECKS sold and cashed.

GEORGE HOOB, Manager.

9, Queen's Road, Hongkong.

Hongkong, 1st Nov., 1912

THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

Authorized Capital Yen 40,000,000

Paid-up Capital Yen 30,000,000

Reserve Fund Yen 18,200,000

Head Office.—YOKOHAMA.

Branches: Antung-Hsien, Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port, Harbin, San Francisco, Shanghai, Hankow, Honolulu, Kobe, Tientsin, Lyons, Los Angeles.

Agencies at: Nagasaki, Newchwang, New York, Osaka, Peking, Ryojun Port, Harbin, San Francisco, Shanghai, Hankow, Honolulu, Kobe, Tientsin, Lyons, Los Angeles.

Interest Allowed on Current Account.

Deposits received for fixed periods at rates to be obtained on application.

E. SHI ONO, Manager.

Hongkong, 5th Mar., 1913. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.

Paid-up Capital £1,200,000

Reserve Fund £1,700,000

Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT, Acting Manager.

Hongkong, 11th April, 1912. [22]

LESSONS IN CHINESE.

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